

**WESTERN/OGDEN
TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AND PLAN**

City of Chicago, Illinois

This Redevelopment Plan is subject to review
and comment and may be revised
after comment and hearing.

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I. INTRODUCTION

This document is to serve as a redevelopment plan for an area approximately 3.5 miles southwest of the City of Chicago's central business district (the "Loop") subsequently referred to in this document as the Western/Ogden Redevelopment Project Area (the "Project Area").

As part of its strategy to encourage managed growth and stimulate private investment within the Western/Ogden Industrial Corridor, the City engaged Trkla, Pettigrew, Allen & Payne, Inc. ("TPAP") to study whether the Project Area of approximately 753.6 acres qualifies as a "conservation area," a "blighted area" or an "industrial park conservation area" under the Illinois Tax Increment Allocation Redevelopment Act (65 ILCS 5/11/74.4-1, *et seq.*), (the "Act"). The Project Area is generally bounded by Congress Parkway, Harrison Street, Polk Street and Roosevelt Road on the north; Ashland Avenue, Campbell Avenue and Western Avenue on the east; 21st Street, 18th Street and 16th Street on the south; and California Avenue, Talman Avenue, Rockwell Avenue, and Washtenaw Avenue on the west.

The Chicago metropolitan area contains one of the country's largest inventories of industrial space, with a mid-1997 inventory of 861.7 million square feet. The market is very active; over the course of the later half of 1996 and the first half of 1997, approximately 24.3 million square feet of industrial space have been leased in the metropolitan area, 12.1 million square feet were sold, and 11.1 million square feet of new construction were completed.¹

For purposes of industrial market analysis, real estate professionals divide the City of Chicago into two submarkets: Chicago North and Chicago South, with Roosevelt Road (1200 south) as the dividing line. (The Project Area is located primarily within the Chicago South submarket.) The make-up of the City's inventory is significantly different from that of the suburban inventory. Seventy-three percent of the city's inventory is manufacturing space and 27% is warehouse and distribution space; less than 1% is office/service center. In contrast, 52% of the suburban inventory is manufacturing space, 44% is warehouse and distribution space, and 4% is office/service center. These proportions reflect the fact that the city has an older inventory of industrial space that was typically developed for large manufacturers.¹

The Chicago South submarket, with 11.2 million square feet available and a vacancy rate of 8.3%, represents 17.0% of the available industrial space in the Chicago metropolitan area, including the City and suburban areas. Chicago South has 11% of the Chicago metropolitan area's inventory of warehouse/distribution space and 18.5% of the entire Chicago metropolitan

¹ Goodman Williams Group - Cushman & Wakefield of Illinois Research Service.

area's available space in that category. Much of this space is obsolete in its current condition and requires substantial renovation to attract modern industries.¹

The Project Area is located primarily within the Chicago South submarket. Industrial development occurred from the mid 1800s through the early 1970s, taking advantage of the shipping opportunities provided by the south branch of the Chicago River, the Illinois and Michigan Canal, Lake Michigan ports, and the confluence of multiple railroad lines that include: CSX Transportation, the Wisconsin Central Ltd., CONRAIL, Burlington Northern and the Chicago & Northwestern. Construction of the Dan Ryan and Stevenson expressways (Interstate Routes 90/94 and 55, respectively), two of the earliest sections of the federal highway system, further strengthened the South Chicago industrial market. Despite these regional assets, changing industrial needs and obsolete facilities have led to the abandonment of many industrial properties in the Chicago South submarket.

The region's expanding expressway system has facilitated the development of competitive suburban markets. However, the Chicago South submarket retains its strong locational advantages for many types of industrial users.

The Western/Ogden Project Area has roughly the same boundaries as the Western/Ogden Industrial Corridor, which is among eight corridors defined by the City in its report, *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's West Side*. As indicated by the designation, the corridor is already home to industrial companies as well as a resource of space for industrial development.

The Western/Ogden Model Industrial Corridor is one of the City's oldest industrial areas and one of the closest to the City's central area. Industrial development near this corridor area occurred along the south branch of the Chicago River; this development expanded with the completion of the Illinois and Michigan Canal in 1848, and the multiple railroad lines. The Western/Ogden Model Industrial Corridor is north of the river and canal; its development occurred around the rail lines.

The largest industrial parcel (162 total acres) in the Project Area under active use is the Chicago and Northwestern and Burlington Northern intermodal terminals, located east of Western Avenue between 14th and 18th Streets. The Joseph T. Ryerson and Son Inc. Steel Company (with about 1,500 employees) is located south of Ogden Avenue on West 16th Street, on the western boundary of the Project Area. Ryerson is situated on several large parcels of industrial land. Chicago Data Destruction Corporation has a large facility at 1301 South Rockwell that includes storage and micrographics divisions.

The considerable physical assets of the proposed district include the following features:

- The Eisenhower Expressway (Interstate Route 290) is at the area's northern boundary, and the Stevenson Expressway (Interstate Route 55) is readily accessible, as is the Dan Ryan Expressway (Interstate Route 90/94).
- Roosevelt Road and Ogden Avenue provide important east-west arterial street access.
- Major north-south arterials are California Street, Western Avenue, Damen Avenue, and Ashland Avenue.
- Five rail lines: CSX Transportation, Wisconsin Central Ltd., CONRAIL, Burlington Northern, and the Chicago and Northwestern Transportation Company.
- The CTA provides rapid transit service via the Blue Line with stations at 16th Street and Western Avenue, California Avenue, Western Avenue, Hoyne Avenue, and 18th Street. The Burlington Northern, which serves the southwest suburbs also has a station on Western Avenue.
- A portion of the Project Area is within the City's Empowerment Zone, which offers major tax and other incentives for Project Area businesses located within the Zone.

The Project Area includes portions of the Illinois Medical Center District, an area of one square mile which includes Cook County Hospital, Rush Presbyterian-St. Luke's Medical Center, University of Illinois at Chicago (UIC), UIC Medical Center, a VA center, and Chicago Technology Park and Research Center.

When analyzed as a whole, the Chicago metropolitan area has a healthy and active industrial real estate market. Yet the Chicago South submarket, representing 17% of the metropolitan area's inventory of industrial space, is not fully participating in this strong market. The Project Area has a higher vacancy rate, achieves lower rents, and is not capturing any of the metropolitan area's considerable new construction activity.

Industrial employment in Chicago has been affected by two major national factors:

- Starting in the 1970s and continuing through the 1980s, the job base shifted away from manufacturing toward a service-oriented economy. In 1985, industrial employment represented 52% of all private-sector employment in the six-county Chicago metropolitan area, and 46% of the City's total. In 1995, those figures had fallen to 39% and 27%, respectively.

- Industrial jobs continued to move out of central urban areas to suburban communities. In 1985, 43% of all jobs in the Chicago metropolitan area were located within the City; by 1995, the City's share had fallen to 34%. The City's share of the industrial employment in the metropolitan area fell from 39% in 1985 to 26% in 1995.²

Despite these shifts in employment within the City and for the metropolitan area as a whole, industrial employment remains very important to the job base of the Project Area. Within one of the zip codes that cover the Project Area, half (49.7%) of the private-sector employment is in manufacturing and wholesale trade. In comparison, only 21% of the City's private-sector employment is in the industrial categories, as reported by the Illinois Department of Employment Security.

The employment data presented below describes trends for two zip codes areas that cover the Project Area. Zip code 60608, referred to as Pilsen by the United States Postal Service, covers the larger portion of the Project Area—the area between Halsted and Western. Zip code 60612, referred to as Midwest by the United States Postal Service, covers that portion of the Project Area that is north of Roosevelt Road. The data is listed for three of the major job tracking categories as delineated by the Illinois Department of Employment Security.

Durable goods manufacturing. The City of Chicago lost 40% of its employment in durable goods manufacturing between 1985 and 1995. Zip codes 60612 and 60608 lost 23% of their jobs in that category over the same ten years.

Non-durable goods manufacturing. The City of Chicago lost 26% of its employment in non-durable goods manufacturing between 1985 and 1995. Zip codes 60612 and 60608 lost 11% of their jobs in that category over the same ten years.

Wholesale trade. The City of Chicago lost 36% of its employment in wholesale trade between 1985 and 1995. Zip codes 60612 and 60608 increased jobs in this category by 1%.

The employment data show that while industrial employment within the Project Area continues to remain overwhelmingly industrial in nature, many jobs are leaving the Project Area. In the face of structural economic changes and the loss of jobs within the City of Chicago to suburban areas within the six county metropolitan area, Chicago still maintains a job base with a high proportion of industrial jobs. The maintenance of this industrial job base is critical to the economic well being of the Chicago metropolitan area and is paramount to the City of Chicago.

² Illinois Department of Employment Security data

Without reinvestment, the area is likely to continue to erode as existing companies choose to relocate and potential replacement businesses find more attractive environments. With concentrated improvements to infrastructure and buildings, the area could successfully compete in the Chicago area market.

The Illinois Medical District Commission (“IMDC”), a state-created commission responsible for coordinating the development of the 640-acre Illinois Medical District (“IMD”) on Chicago’s Near West Side, has a planning jurisdiction that overlaps the northeast portion of the Project Area. The IMDC is a resource management entity with a long-term presence near the Project Area. The IMDC was created through state law in 1941 to manage the resources needed for a world-class medical district. Only two sections of the IMD are included within the Project Area’s boundaries: 1) The Chicago Technology Park, located in the northern part of the IMD, and 2) The District Development Area, (the “DDA”) located south of Roosevelt Road between Oakley Boulevard on the west and Ashland Avenue on the east. The Chicago Technology Park is intended to serve as “incubator space” to enable bio-medical entrepreneurs to create innovative new business. The intent is that these embryonic businesses will eventually grow, needing larger research and development facilities to be developed in the DDA.

The IMDC, the governing body of the Illinois Medical District, is currently engaged in a land acquisition program (funded by \$20 million from the State of Illinois over a four year period, according to the IMD Master Plan) within the DDA and does not anticipate any assistance from the City for this purpose. However, the lack of adequate infrastructure remains an impediment to development within the DDA. Assistance from the City is anticipated for this purpose.

Recognizing the Project Area’s continuing potential as a vital industrial corridor, the City of Chicago is taking a proactive step toward the economic renaissance of the Project Area. The City wishes to complement previous efforts to stabilize industrial land uses, such as the Model Industrial Corridors Program and the IMD’s previous planning efforts, and support industrial expansion and attraction and to encourage private investment and development activity through the use of Tax Increment Financing.

The Project Area, described in more detail below as well as in the accompanying Eligibility Study, has not been subject to growth and development through investment by private enterprise and is not reasonably expected to be developed without the efforts and leadership of the City.

A. Western/Ogden Tax Increment Financing Redevelopment Project Area

The Project Area is located approximately 3.5 miles southwest of the Loop. The Project Area consists of 623 buildings, encompasses a total of 753.6 acres and comprises 2240 separate tax parcels. The Project Area as a whole is an improved area; however there are scattered, individ-

ual vacant sites within the Project Area. Most, if not all, of these vacant sites have been improved at some prior time. For a map depicting the boundaries and legal description of the Project Area, see *Section II, Legal Description*.

In general, the Project Area can be divided into three main parts: a) the "Western/Ogden Model Industrial Corridor," which encompasses the industrial lands east and west of Western Avenue, between the Eisenhower Expressway and Cermak Road; b) the DDA which is located south of Roosevelt Road between Ashland Avenue and Oakley Avenue, and is within the Illinois Medical District and c) the "Chicago Technology Park," which is generally located south of Congress Parkway, north of Polk Street, east of Oakley Avenue and west of Hoyne Avenue.

The Western/Ogden Model Industrial Corridor

A significant portion (70.1%) of the Project Area is encompassed by the Western/Ogden Model Industrial Corridor. In March of 1997, *The Strategic Plan for the Western/Ogden Model Industrial Corridor* (prepared by the Eighteenth Street Development Corporation and Agency Metropolitan Program Services) was completed as a precursor to this Redevelopment Plan. The Strategic Plan forms the basis for many of the recommendations contained in this Redevelopment Plan.

The Western/Ogden Model Industrial Corridor encompasses one of Chicago's oldest industrial districts, and has been developed over a period of many years. Completion of the Illinois and Michigan Canal in 1848 spurred initial industrialization in the southern portion of the Corridor. Railroads attracted numerous industries during the next several decades. Additional industrial development took place between 1920 and 1960 with the establishment of large manufacturing and utility plants.

The Western/Ogden Model Industrial Corridor Area encompasses approximately 500 acres. Land use within the corridor is approximately 58% industrial, 30% non-industrial, and 12% vacant land. Most industrial parcels are relatively small in size, except for the Chicago & North Western and Burlington Northern intermodal terminals generally located east of Western Avenue, between 14th and 18th streets.

The Western/Ogden Model Industrial Corridor contains approximately 160 businesses employing a total of approximately 5,000 people. Major employers include: Ryerson Steel, a steel processing facility; the Union-Pacific and Burlington-Northern freight terminal; Eaglebrook Plastics, a plastics processing firm; Acme Barrel Company, a drum reconditioner; Nina Enterprises and Pentab Industries, manufacturers of office products; Humphreys, Inc., apparel manufacturers; Chicago Data Destruction, business records storage; and Scully Jones Corporation, a precision tools manufacturer.

The corridor contains a mix of industrial buildings of various ages, and is characterized by aging infrastructure, vacant land and buildings, deteriorated site conditions, a poor image and ap-

ual vacant sites within the Project Area. Most, if not all, of these vacant sites have been improved at some prior time. For a map depicting the boundaries and legal description of the Project Area, see *Section II, Legal Description*.

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The corridor contains a mix of industrial buildings of various ages, and is characterized by aging infrastructure, vacant land and buildings, deteriorated site conditions, a poor image and ap-

pearance, tax delinquencies, structures below minimum building code, excessive land coverage and a lack of community planning. In addition, many of the older industrial buildings have become functionally obsolete for modern industrial operations.

The District Development Area

The *Illinois Medical District Master Plan* (developed by the IMDC) refers to the area bounded generally by Roosevelt Road on the north, Ashland Avenue on the east, 14th Place on the south and Oakley Avenue on the west as the District Development Area ("DDA"). Unlike the rest of the Project Area, only the southern edge of the DDA has developed industry. Most of the 135-acre DDA was originally developed for residential use, and is characterized by obsolete and substandard housing, a significant number of vacant lots, and obsolete infrastructure. The IMDC exercises eminent domain powers in this area and has been moving to acquire and assemble lots suitable for bio-technology related industry and institutional purposes.

The Chicago Technology Park

Also included within the IMD is the Chicago Technology Park. This park is an area designated by the IMDC to be developed as incubator space for beginning enterprises in the field of biomedical technology research and development. This area is generally bounded by Polk Street, Congress Parkway, Oakley Avenue and Hoyne Avenue. The Chicago Technology Park area also includes some institutional uses such as the Illinois Medical District Commission Offices and the Cook County Institute of Forensic Medicine.

The Project Area as a Whole

The Project Area on the whole has not been subject to growth and development through investment by private enterprise. While the Project Area has been subject to some specific publicly funded investments, especially on the part of the IMD, private sector investment has been conspicuously absent. Evidence of this lack of privately funded growth and development is detailed in *Section VI* and summarized below.

- Numerous buildings show signs of obsolescence, deterioration, building code violations, excessive vacancies, and an overall depreciation of physical maintenance.
- Between 1991 and 1996, the assessed valuation (the "AV") of the Project Area increased by only 6.19%, (from \$18,818,606 to \$19,983,881) while the AV of the City as a whole increased by 7.13% during the same period (from \$13,349,817,293 to \$14,301,855,055). The rate of increase within the Project Area is 13.18% less than that of the City as a whole.
- Three of the top five gaining tax parcels from 1991 to 1996 in terms of increased assessed value were part of the Ryerson Steel complex. Without investment on the part of Ryerson, the AV of the Project Area would have increased by only 1.61% from 1991 to 1996. This compares with an increase of 7.13% for the City as a whole.

- Between 1991 and 1996, the EAV of the Project Area increased by approximately 11.34% (from \$38,621,425 to \$42,999,317). Over this same period, the EAV of the City as a whole increased by 12.32% (from \$27,397,830,030 to \$30,773,301,521). The rate of increase within the Project Area is 7.95% less than that of the City as a whole.
- Within the last five and one half years, only 27 building permits have been issued for new construction in the Project Area. These permits represent an estimated \$3,242,794 in building projects, \$2,000,000 of which is attributable to public investment, or exempt property. \$1.5 million of the \$2 million is a permit issued for a new church at 1252 South Wolcott Avenue.
- Of the 623 buildings in the Project Area, 340 (55%) had no apparent building permit activity during the five and one half year period of 1992 through the first half of 1997.
- Of the remaining 283 buildings in the Project Area that did have permit activity, 132 had demolition permits. Of the 151 non-demolition related permits, 109 represent activity totaling \$20,000 or less. 581 of the buildings in the Project Area, or nearly 93% either had no permit activity, were demolished, or had improvements of \$20,000 or less. Of the 623 buildings in the Project Area, 386 (62%) had no apparent building permit activity during the five year period of 1992 through 1996.

B. Tax Increment Financing

In January 1977, Tax Increment Financing ("TIF") was made possible by the Illinois General Assembly through passage of the Act. The Act provides a means for municipalities, after the approval of a redevelopment plan and project, to redevelop blighted, conservation, or industrial park conservation areas and to finance eligible "redevelopment project costs" with incremental property tax revenues. "Incremental Property Tax" or "Incremental Property Taxes" are derived from the increase in the current Equalized Assessed Value (the "EAV") of taxable real property within the redevelopment project area over and above the "Certified Initial EAV" of such real property. Any increase in EAV is then multiplied by the current tax rate which results in Incremental Property Taxes. A decline in current EAV does not result in a negative Incremental Property Tax.

To finance redevelopment project costs, a municipality may issue obligations secured by Incremental Property Taxes to be generated within the project area. In addition, a municipality may pledge towards payment of such obligations any part or any combination of the following: (a) net revenues of all or part of any redevelopment project; (b) taxes levied and collected on any or all property in the municipality; (c) the full faith and credit of the municipality; (d) a mortgage on part or all of the redevelopment project; or (e) any other taxes or anticipated receipts that the municipality may lawfully pledge.

Tax increment financing does not generate tax revenues by increasing tax rates; it generates revenues by allowing the municipality to capture, temporarily, the new tax revenues produced by the enhanced valuation of properties resulting from the municipality's redevelopment pro-

gram, improvements and activities, various redevelopment projects, and the reassessment of properties. Under TIF, all taxing districts continue to receive property taxes levied on the initial valuation of properties within the redevelopment project area. Additionally, taxing districts can receive distributions of excess Incremental Property Taxes when annual Incremental Property Taxes received exceed principal and interest obligations for that year and the redevelopment project costs necessary to implement the redevelopment plan. Taxing districts also benefit from the increased property tax base after redevelopment project costs and obligations are paid.

C. The Redevelopment Plan for the Western/Ogden Tax Increment Financing Redevelopment Project Area

Without a comprehensive and area-wide effort by the City to promote investment, the Project Area will not likely be subject to sound growth and development through private forces. Additionally, the Project Area would likely continue to be characterized by dilapidation, obsolescence, deterioration, structures below minimum code standards, excessive vacancies, depreciation of physical maintenance and an overall lack of community planning. Additional loss to the existing tax base that results will lead to the overburdening of taxpayers with higher tax rates on properties that increase in value. The long term effect is a tax base that is not adequate to sustain its own need for governmental services.

While small-scale, piecemeal development might occur in limited portions of the Project Area, the City believes that the Project Area should be developed on a coordinated, comprehensive and planned basis to ensure continuity with the planning efforts of the Illinois Medical District, the industrial corridors to the east and west of the Project Area and the surrounding neighborhoods. A coordinated and comprehensive redevelopment effort will allow the City and other taxing districts to work cooperatively to prepare for the increased service demands that may arise from the conversion of underutilized land and buildings to more intensive uses as well as to initiate job training efforts that will prepare residents of the surrounding neighborhoods to work in the existing and newly-created jobs within the project area.

As evidenced in *Section VI*, the Project Area as a whole has not been subject to growth and development through private investment. Furthermore, it is not reasonable to expect that the Project Area as a whole will be redeveloped without the use of TIF.

This Western/Ogden Tax Increment Financing Redevelopment Plan and Project (the "Redevelopment Plan") has been formulated in accordance with the provisions of the Act and is intended to guide improvements and activities within the Project Area in order to stimulate private investment in the Project Area. The goal of the City, through implementation of this Redevelopment Plan, is that the entire Project Area be revitalized on a comprehensive and planned basis to ensure that private investment in rehabilitation and new development occurs:

1. On a coordinated, rather than piecemeal basis to ensure that land use, access and circulation, parking, public services and urban design are functionally integrated and meet present-day principles and standards; and

2. On a reasonable, comprehensive and integrated basis to ensure that the factors of blight are eliminated; and
3. Within a reasonable and defined time period so that the area may contribute productively to the economic vitality of the City through an increased tax base and job creation.

Redevelopment of the Project Area will constitute a large and complex endeavor, and presents challenges and opportunities commensurate with its scale. The success of this redevelopment effort will depend, to a large extent, on the cooperation between the private sector and agencies of local government. Through this Redevelopment Plan, the City will serve as the guiding force for directing the assets and energies of the private sector to ensure a unified and cooperative public-private redevelopment effort.

This Redevelopment Plan sets forth the overall “Redevelopment Project” to be undertaken to accomplish the City’s above-stated goal. During implementation of the Redevelopment Project, the City may, from time to time: (i) undertake or cause to be undertaken public improvements and activities; and (ii) enter into redevelopment agreements with private entities to construct, rehabilitate, renovate or restore private improvements on one or several parcels (collectively referred to as “Redevelopment Projects”).

This Redevelopment Plan specifically describes the Project Area and summarizes the blight factors which qualify the Project Area as a “blighted area” as defined in the Act.

Successful implementation of this Redevelopment Plan requires that the City utilize incremental property taxes generated by a TIF designation and other resources in accordance with the Act to stimulate the comprehensive and coordinated development of the Project Area. Only through the utilization of TIF will the Project Area develop on a comprehensive and coordinated basis, thereby eliminating the existing blight conditions which have precluded development of the Project Area by the private sector to date.

The use of incremental property taxes will permit the City to direct, implement and coordinate public improvements and activities to stimulate private investment within the Project Area. These improvements, activities and investments will benefit the City, its residents, and all taxing districts having jurisdiction over the Project Area. Anticipated benefits include:

- An increased property tax base arising from new industrial development and the rehabilitation of existing buildings.
- An increased sales tax base resulting from new and existing commercial and industrial development.
- An increase in construction, industrial, bio-technology and other full-time employment opportunities for existing and future residents of the City.

- The elimination of numerous physical impediments within the Project Area on a coordinated and timely basis so as to minimize the costs of redevelopment and promote the comprehensive, area-wide redevelopment.
- The construction of an improved system of roadways, utilities and other infrastructure which better serves existing industries and adequately accommodates desired new development.
- New industrial development which meets the industry standards.
- The entry of new industry into the Project Area, especially within the Technology Park and District Development Area, that is at the forefront of bio-medical research and product development.

II. LEGAL DESCRIPTION AND PROJECT BOUNDARY

The boundaries of the Project Area have been drawn to include only those contiguous parcels of real property and improvements substantially benefited by the proposed Redevelopment Project to be undertaken as part of this Redevelopment Plan. The boundaries of the Project Area are shown in Figure 1, *Project Boundary*, and are generally described below:

The Project Area is generally bounded by Congress Parkway, Harrison Street, Polk Street and Roosevelt Road on the north; Ashland Avenue, Campbell Avenue, Hoyne Avenue, Western Avenue on the east; 21st Street, 18th Street and 16th Street on the south and California Avenue, Talman Avenue, Rockwell Avenue, and Washtenaw Avenue on the west .

The boundaries of the Project Area are legally described as follows:

LEGAL DESCRIPTION BEGINS ON NEXT PAGE

A TRACT OF LAND COMPRISED OF PARTS OF THE NORTHEAST, NORTHWEST, SOUTHWEST AND SOUTHEAST QUARTERS OF SECTION 13 AND THE NORTHEAST AND SOUTHEAST QUARTERS OF SECTION 24, BOTH IN TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, TOGETHER WITH PARTS OF THE NORTHWEST, SOUTHWEST AND SOUTHEAST QUARTERS OF SECTION 18, PARTS OF THE NORTHEAST, NORTHWEST, SOUTHEAST AND SOUTHWEST QUARTERS OF SECTION 19, PART OF THE SOUTHWEST QUARTER OF SECTION 17 AND PARTS OF THE NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 20, ALL IN TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, WHICH TRACT OF LAND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTWARD EXTENSION OF THE PRESENT NORTH LINE OF ROOSEVELT ROAD, AS LOCATED IN BLOCK 18 OF THE ASSESSOR'S DIVISION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 18 AFORESAID WITH THE NORTHWARD EXTENSION OF THE PRESENT EAST LINE OF SAID ASHLAND AVENUE IN SECTION 20 AFORESAID;

THENCE SOUTH ALONG SAID NORTHWARD EXTENSION, PASSING INTO SAID SECTION 20, AND ALONG SAID EAST LINE AND SAID EAST LINE EXTENDED SOUTH, CROSSING THE 16 FOOT WIDE EAST-WEST ALLEY IN THE NORTH PART OF BLOCK 4 IN SAMPSON AND GREENE'S SUBDIVISION OF CERTAIN BLOCKS IN SAMPSON AND GREENE'S ADDITION TO CHICAGO, WEST WASHBURNE AVENUE, THE 16 FOOT WIDE EAST-WEST ALLEY IN THE SOUTH PART OF SAID BLOCK 4, WEST 13TH STREET, THE 16 FOOT WIDE EAST-WEST ALLEY SOUTH OF AND ADJOINING LOT 5 IN THE SUBDIVISION OF LOTS 19 TO 24 IN BLOCK 5 OF SAMPSON AND GREENE'S ADDITION, WEST HASTINGS STREET, WEST 14TH STREET, WEST 14TH PLACE, WEST 15TH STREET, THE VACATED 16 FOOT WIDE EAST-WEST ALLEY IN THE NORTH PART OF BLOCK 13 IN SAID SAMPSON AND GREENE'S SUBDIVISION, VACATED WEST 15TH PLACE, THE VACATED 16 FOOT WIDE EAST-WEST ALLEY IN THE SOUTH PART OF SAID BLOCK 13, AND WEST 16TH STREET, TO AN INTERSECTION WITH THE EASTWARD EXTENSION OF THE SOUTH LINE OF SAID WEST 16TH STREET AS LOCATED IN SECTION 19 AFORESAID;

THENCE WEST ALONG SAID EASTWARD EXTENSION, PASSING INTO SAID SECTION 19, AND ALONG SAID SOUTH LINE AND SAID SOUTH LINE EXTENDED WEST, CROSSING SOUTH ASHLAND AVENUE, SOUTH MARSHFIELD AVENUE, SOUTH PAULINA STREET, THE 10 FOOT WIDE NORTH-SOUTH PRIVATE ALLEYS IN KASPAR'S SUBDIVISION OF LOTS 1 TO 25, INCLUSIVE, IN BLOCK 34 IN THE SUBDIVISION OF SAID SECTION 19, TO THE EAST LINE OF SOUTH WOOD STREET;

THENCE SOUTH ALONG SAID EAST LINE, AND ALONG SAID EAST LINE EXTENDED SOUTH, TO AN INTERSECTION WITH THE EASTWARD EXTENSION OF THE SOUTH LINE OF THE 16 FOOT WIDE EAST-WEST ALLEY IN THE NEWBERRY ESTATE SUBDIVISION OF BLOCK 35 IN THE SUBDIVISION OF SECTION 19 AFORESAID;

THENCE WEST ALONG SAID EASTWARD EXTENSION, AND ALONG SAID SOUTH LINE AND SAID SOUTH LINE EXTENDED WEST, CROSSING SOUTH WOOD STREET AND SOUTH WOLCOTT AVENUE, TO THE EAST LINE OF A 16 FOOT WIDE NORTH-SOUTH ALLEY IN THE NEWBERRY ESTATE SUBDIVISION OF BLOCK 36 IN THE SUBDIVISION OF SECTION 19;

THENCE SOUTH ALONG SAID EAST LINE, AND SAID EAST LINE EXTENDED SOUTH, TO THE SOUTH LINE OF WEST 17TH STREET;

THENCE WEST ALONG SAID SOUTH LINE TO THE EAST LINE OF SOUTH DAMEN AVENUE;

THENCE WEST, CROSSING SAID AVENUE, TO THE INTERSECTION OF THE WEST LINE OF SAID SOUTH DAMEN AVENUE WITH THE SOUTH LINE OF WEST 17TH STREET IN BLOCK 37 IN THE DIVISION OF SECTION 19 AFORESAID;

THENCE WEST ALONG SAID SOUTH LINE AND ALONG SAID SOUTH LINE EXTENDED WEST, CROSSING SOUTH HOYNE AVENUE, TO THE WEST LINE OF SAID AVENUE;

THENCE NORTH ALONG SAID WEST LINE TO THE NORTHEAST CORNER OF LOT 35 IN EVANS' SUBDIVISION OF PART OF THE SOUTH HALF OF BLOCK 38 IN THE DIVISION OF SECTION 19;

THENCE WEST ALONG SAID NORTH LINE TO THE EAST LINE OF A 16 FOOT WIDE (PARTIALLY VACATED) NORTH-SOUTH ALLEY;

THENCE SOUTH ALONG SAID EAST LINE TO AN INTERSECTION WITH THE EASTWARD EXTENSION OF THE SOUTH LINE OF A 15 FOOT WIDE EAST-WEST ALLEY NORTH OF AND ADJACENT TO THE NORTH LINE OF LOT 34 OF EVANS' SUBDIVISION AFORESAID;

THENCE WEST ALONG SAID EASTWARD EXTENSION AND ALONG SAID SOUTH LINE AND SAID SOUTH LINE EXTENDED WEST, CROSSING SOUTH HAMILTON AVENUE (PARTIALLY VACATED) AND THE VACATED 16 FOOT WIDE NORTH-SOUTH ALLEY EAST OF AND ADJACENT TO LOTS 23 THRU 26 IN SAID EVANS' SUBDIVISION, TO THE EAST LINE OF SOUTH LEAVITT STREET (PARTIALLY VACATED);

THENCE SOUTH ALONG SAID EAST LINE, CROSSING THE 16 FOOT WIDE EAST-WEST ALLEY IN SAID EVANS' SUBDIVISION, TO AN INTERSECTION WITH THE EASTWARD EXTENSION OF THE SOUTH LINE OF WEST 18TH STREET;

THENCE WEST ALONG SAID EASTWARD EXTENSION AND ALONG SAID SOUTH LINE AND SAID SOUTH LINE EXTENDED WEST, CROSSING SAID SOUTH LEAVITT STREET AND SOUTH OAKLEY AVENUE, TO THE NORTHWEST CORNER OF LOT 19 IN BLOCK 3 OF JOHNSTON'S SUBDIVISION OF THE NORTH HALF OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 19 AFORESAID;

THENCE SOUTH ALONG THE WEST LINE OF SAID LOT TO AN INTERSECTION WITH THE SOUTHEASTERLY LINE OF WEST 18TH STREET;

THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE TO THE PRESENT EAST LINE OF SOUTH WESTERN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE, AND ALONG SAID EAST LINE EXTENDED SOUTH, CROSSING THE 16 FOOT WIDE EAST-WEST ALLEY IN BLOCK 3 OF JOHNSTON'S SUBDIVISION AFORESAID, WEST 18TH PLACE, THE 16 FOOT WIDE EAST-WEST ALLEY IN BLOCK 4 OF SAID JOHNSTON'S SUBDIVISION, WEST 19TH STREET, WEST CULLERTON STREET AND WEST 21ST STREET, TO AN INTERSECTION WITH THE EASTWARD EXTENSION OF THE SOUTH LINE OF WEST 21ST STREET IN SECTION 24 AFORESAID;

THENCE WEST ALONG SAID EASTWARD EXTENSION, AND ALONG SAID SOUTH LINE AND ALONG SAID SOUTH LINE EXTENDED WEST, CROSSING SOUTH WESTERN AVENUE AND PASSING INTO SAID SECTION 24, AND CROSSING THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN BLOCK 13 OF THE SUBDIVISION OF BLOCKS 10, 11, 12, 13, 14 AND 15 IN WALKERS DOUGLAS PARK ADDITION TO SECTION 24 AFORESAID, A NORTH-SOUTH RAILROAD RIGHT OF WAY AND SOUTH ROCKWELL STREET, TO AN INTERSECTION WITH THE SOUTHWARD EXTENSION OF THE WEST LINE OF SAID STREET;

THENCE NORTH ALONG SAID SOUTHWARD EXTENSION, AND ALONG SAID WEST LINE AND SAID WEST LINE EXTENDED NORTH, CROSSING WEST 21ST STREET, THE 16 FOOT WIDE EAST-WEST ALLEY IN THE SOUTH PART OF BLOCK 10 OF SAID DOUGLAS PARK ADDITION AND WEST CULLERTON STREET, TO THE SOUTH LINE OF THE 16 FOOT WIDE EAST-WEST ALLEY IN THE NORTH PART OF SAID BLOCK;

THENCE WEST ALONG SAID SOUTH LINE TO THE EAST LINE OF SOUTH WASHTENAW AVENUE;

THENCE SOUTH ALONG SAID EAST LINE TO AN INTERSECTION WITH THE EASTWARD EXTENSION OF THE SOUTH LINE OF LOT 44 IN BLOCK 6 OF McMAHON'S SUBDIVISION OF THE WEST HALF OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 24 AFORESAID;

THENCE WEST ALONG SAID EASTWARD EXTENSION AND ALONG SAID SOUTH LINE TO THE EAST LINE OF THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN SAID BLOCK 6;

THENCE SOUTH ALONG SAID EAST LINE AND ALONG SAID EAST LINE EXTENDED SOUTH, CROSSING WEST 21ST STREET AFORESAID, TO AN INTERSECTION WITH THE EASTWARD EXTENSION OF THE SOUTH LINE OF WEST 21ST STREET, AFORESAID;

THENCE WEST ALONG SAID EASTWARD EXTENSION, AND ALONG SAID SOUTH LINE AND SAID SOUTH LINE EXTENDED WEST, CROSSING THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN BLOCK 7 OF McMAHON'S SUBDIVISION AFORESAID, SOUTH FAIRFIELD AVENUE, THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN BLOCK 8 OF SAID SUBDIVISION, AND SOUTH CALIFORNIA AVENUE, TO AN INTERSECTION WITH THE SOUTHWARD EXTENSION OF THE WEST LINE OF SAID AVENUE;

THENCE NORTH ALONG SAID SOUTHWARD EXTENSION AND ALONG SAID WEST LINE AND SAID WEST LINE EXTENDED NORTH, CROSSING WEST 21ST STREET, THE 16 FOOT WIDE EAST-WEST ALLEY IN BLOCK 10 OF THE SUBDIVISION OF BLOCKS 10 TO 15 IN WALKER'S DOUGLAS ADDITION AFORESAID, THE BURLINGTON NORTHERN RAILROAD COMPANY RIGHT OF WAY AND WEST 18TH PLACE, TO AN INTERSECTION WITH THE WESTWARD EXTENSION OF THE NORTH LINE OF WEST 19TH STREET IN BLOCK 4 OF McMAHON'S SUBDIVISION AFORESAID;

THENCE EAST ALONG SAID WESTWARD EXTENSION AND ALONG SAID NORTH LINE AND SAID NORTH LINE EXTENDED EAST, CROSSING SOUTH CALIFORNIA AVENUE AND THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN SAID BLOCK 4 TO THE EAST LINE OF SAID ALLEY;

THENCE NORTHEASTERLY ALONG THE NORTHWESTERLY LINE OF SAID WEST 19TH STREET, CROSSING SOUTH FAIRFIELD AVENUE AND THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN BLOCK 3 OF McMAHON'S SUBDIVISION AFORESAID, TO THE WEST LINE OF SOUTH WASHTENAW AVENUE;

THENCE NORTH ALONG SAID WEST LINE, AND SAID WEST LINE EXTENDED NORTH, CROSSING THE 16 FOOT WIDE EAST-WEST ALLEY IN SAID BLOCK 3, WEST 18TH STREET, THE 16 FOOT WIDE EAST-WEST ALLEYS IN BLOCK 2 OF SAID McMAHON'S SUBDIVISION, WEST 16TH STREET AND WEST 15TH PLACE, TO AN INTERSECTION WITH THE WESTWARD EXTENSION OF THE PRESENT NORTH LINE OF SAID WEST 15TH PLACE;

THENCE EAST ALONG SAID WESTWARD EXTENSION AND ALONG SAID NORTH LINE TO THE EAST LINE OF LOT 7 IN S.B. MILLS' ADDITION TO CHICAGO, BEING A SUBDIVISION OF CERTAIN LOTS IN CARSON'S SUBDIVISION AND POPE'S SUBDIVISION IN SECTION 24 AFORESAID;

THENCE NORTH ALONG SAID EAST LINE, AND ALONG THE NORTHWARD EXTENSION OF SAID EAST LINE TO THE NORTH LINE OF A 16 FOOT WIDE EAST-WEST ALLEY LYING NORTH OF AND ADJACENT TO SAID S.B. MILLS SUBDIVISION;

THENCE WEST ALONG SAID NORTH LINE TO THE WEST LINE OF LOT 11 IN SAID CARSON'S SUBDIVISION;

THENCE NORTH ALONG SAID WEST LINE, AND SAID WEST LINE EXTENDED NORTH, CROSSING WEST 15TH STREET, TO THE NORTH LINE OF SAID STREET;

THENCE EAST ALONG SAID NORTH LINE TO THE WEST LINE OF SOUTH ROCKWELL STREET;

THENCE NORTH ALONG SAID WEST LINE, AND SAID WEST LINE EXTENDED NORTH, CROSSING WEST 14TH PLACE, THE 16 FOOT WIDE EAST-WEST ALLEY IN RADNOR AND LEHMANN SUBDIVISION OF LOT 1 AND 2 IN BLOCK 5 IN COOK AND ANDERSON'S SUBDIVISION IN SECTION 24 AFORESAID, OGDEN AVENUE AS WIDENED, AND THE 16 FOOT WIDE SOUTHWEST-NORTHEAST ALLEY IN THE SUBDIVISION OF LOTS IN BLOCKS 3, 4 AND 5 IN COOK AND ANDERSON'S SUBDIVISION AFORESAID, TO THE SOUTH LINE OF WEST 13TH STREET;

THENCE WEST ALONG SAID SOUTH LINE AND ALONG SAID SOUTH LINE EXTENDED WEST, CROSSING THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN THE SUBDIVISION OF LOT 24 IN BLOCK 1 OF COOK AND ANDERSON'S SUBDIVISION AFORESAID, AND SOUTH TALMAN AVENUE, TO THE WEST LINE OF SAID AVENUE;

THENCE NORTH ALONG SAID WEST LINE, AND SAID WEST LINE EXTENDED NORTH, CROSSING WEST 12TH PLACE, TO AN INTERSECTION WITH THE NORTH LINE OF SAID 12TH PLACE;

THENCE EAST ALONG SAID NORTH LINE TO THE WEST LINE OF SOUTH TALMAN AVENUE;

THENCE NORTH ALONG SAID WEST LINE, AND SAID WEST LINE EXTENDED NORTH, CROSSING THE 16 FOOT WIDE EAST-WEST ALLEY IN THE SUBDIVISION OF LOTS 6, 7, 8, 9 AND 10 IN BLOCK 1 OF COOK AND ANDERSON'S SUBDIVISION AFORESAID, TO THE SOUTH LINE OF WEST ROOSEVELT ROAD;

THENCE WEST ALONG SAID SOUTH LINE AND ALONG SAID SOUTH LINE EXTENDED WEST, CROSSING SOUTH WASHTENAW AVENUE, SOUTH FAIRFIELD AVENUE AND SOUTH CALIFORNIA BOULEVARD, PASSING INTO SECTION 13 AFORESAID, TO AN INTERSECTION WITH THE SOUTHWARD EXTENSION OF THE WEST LINE OF SAID SOUTH CALIFORNIA BOULEVARD AS LOCATED IN SAID SECTION 13;

THENCE NORTH ALONG SAID SOUTHWARD EXTENSION, AND ALONG SAID WEST LINE AND SAID WEST LINE EXTENDED NORTH, CROSSING THE 16 FOOT WIDE EAST-WEST ALLEY IN BLOCK 1 IN HELEN CULVER'S DOUGLAS PARK SUBDIVISION OF BLOCK 25, 26 AND 27 IN G.W. CLARKE'S SUBDIVISION, WEST FILLMORE STREET, RAILROAD LANDS IN BLOCK 2 OF CHARLES H. KEHL'S SUBDIVISION OF BLOCKS 17, 18, 23 AND 24 OF SAID G.W. CLARKE'S SUBDIVISION, WEST TAYLOR STREET, WEST ARTHINGTON STREET, WEST POLK STREET, WEST LEXINGTON STREET, WEST FLOURNOY STREET, AND THE 16 FOOT WIDE EAST-WEST ALLEY IN BLOCK 1 OF FORSYTHE, SPEAR AND WALLACE'S SUBDIVISION OF BLOCKS 1, 3 AND 8 OF G.W. CLARKE'S SUBDIVISION AFORESAID, TO THE SOUTH LINE OF WEST HARRISON STREET;

THENCE WEST ALONG SAID SOUTH LINE TO AN INTERSECTION WITH THE SOUTHWARD EXTENSION OF THE WEST LINE OF THE 18 FOOT WIDE NORTH-SOUTH ALLEY IN JAMES V. BORDEN'S RESUBDIVISION OF BLOCK 6 AND LOTS 1 TO 24 OF BLOCK 1 OF REED'S SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHWARD EXTENSION AND ALONG SAID WEST LINE AND SAID WEST LINE EXTENDED NORTH, CROSSING THE 16 FOOT WIDE EAST-WEST ALLEY IN SAID BORDEN'S SUBDIVISION AND WEST CONGRESS PARKWAY, TO A POINT ON THE WESTWARD EXTENSION OF THE NORTH LINE OF SAID PARKWAY;

THENCE EAST ALONG SAID WESTWARD EXTENSION, AND ALONG SAID NORTH LINE AND SAID NORTH LINE EXTENDED EAST, CROSSING SOUTH CALIFORNIA AVENUE, VACATED SOUTH WASHTENAW AVENUE AND VACATED SOUTH TALMAN AVENUE TO THE WEST RIGHT OF WAY LINE OF THE UNION PACIFIC RAILROAD COMPANY;

THENCE SOUTH ALONG SAID WEST RIGHT OF WAY LINE, AND ALONG SAID WEST LINE EXTENDED SOUTH, TO THE CENTERLINE OF WEST HARRISON STREET;

THENCE EAST ALONG SAID CENTERLINE TO AN INTERSECTION WITH THE SOUTHWARD EXTENSION OF THE EAST RIGHT OF WAY LINE OF THE UNION PACIFIC RAILROAD COMPANY;

THENCE NORTH ALONG SAID SOUTHWARD EXTENSION, AND ALONG SAID EAST LINE, TO THE AFOREMENTIONED NORTH LINE OF WEST CONGRESS PARKWAY;

THENCE EAST ALONG SAID NORTH LINE, AND ALONG SAID NORTH LINE EXTENDED EAST, CROSSING VACATED SOUTH MAPLEWOOD AVENUE, VACATED SOUTH CAMPBELL AVENUE, AND SOUTH WESTERN AVENUE, PASSING INTO SECTION 18 AFORESAID, TO THE EAST LINE OF SAID WESTERN AVENUE;

THENCE NORTH ALONG SAID EAST LINE TO THE NORTHWEST CORNER OF LOT 19 IN BLOCK 2 IN THE SUBDIVISION OF LOTS 1 TO 12 INCLUSIVE OF BLOCK 12 OF ROCKWELL'S ADDITION TO CHICAGO;

THENCE EAST ALONG THE NORTH LINE OF SAID LOT 19, AND ALONG SAID NORTH LINE EXTENDED EAST, CROSSING THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN SAID BLOCK, TO THE EAST LINE OF SAID ALLEY;

THENCE SOUTH ALONG SAID EAST LINE TO THE NORTH LINE OF THE 16 FOOT WIDE EAST-WEST ALLEY IN SAID BLOCK 2;

THENCE EAST ALONG SAID NORTH LINE AND ALONG SAID NORTH LINE EXTENDED EAST, CROSSING SOUTH CLAREMONT AVENUE, THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN BLOCK 1 OF THE AFOREMENTIONED SUBDIVISION OF LOTS 1 TO 12, AND SOUTH OAKLEY AVENUE TO THE EAST LINE OF SAID AVENUE;

THENCE SOUTH ALONG SAID EAST LINE AND ALONG SAID EAST LINE EXTENDED SOUTH, TO THE NORTH LINE OF WEST HARRISON STREET;

THENCE EAST ALONG SAID NORTH LINE, AND ALONG SAID NORTH LINE EXTENDED EAST, CROSSING VACATED SOUTH BELL AVENUE, TO THE WEST LINE OF THE VACATED 16 FOOT WIDE NORTH-SOUTH ALLEY IN THE SUBDIVISION OF LOT 13 IN BLOCK 12 OF ROCKWELL'S ADDITION TO CHICAGO;

THENCE NORTH ALONG SAID WEST LINE AND ALONG SAID WEST LINE EXTENDED NORTH, CROSSING THE VACATED 16 FOOT WIDE EAST-WEST ALLEY IN SAID BLOCK, TO AN INTERSECTION WITH THE WESTWARD EXTENSION OF THE NORTH LINE OF LOT 1 IN THOMPSON'S SUBDIVISION OF LOTS 19 AND 20 AND THE SOUTH 14 FEET OF LOT 18 IN BLOCK 2 IN YOUNG'S SUBDIVISION IN SECTION 18 AFORESAID;

THENCE EAST ALONG SAID WESTWARD EXTENSION, CROSSING SAID VACATED ALLEY AND SOUTH LEAVITT STREET TO THE EAST LINE OF SAID STREET;

THENCE SOUTH ALONG SAID EAST LINE AND SAID EAST LINE EXTENDED SOUTH, CROSSING WEST HARRISON STREET TO AN INTERSECTION WITH THE SOUTH LINE OF SAID STREET;

THENCE WEST ALONG SAID SOUTH LINE TO THE EAST LINE OF SAID SOUTH LEAVITT STREET;

THENCE SOUTH ALONG SAID EAST LINE, AND SAID EAST LINE EXTENDED SOUTH, CROSSING THE VACATED 16 FOOT WIDE EAST-WEST ALLEY IN BLOCK 2 OF FLOURNOY'S RESUBDIVISION OF JONES AND PATRICK'S ADDITION TO CHICAGO IN SECTION 18 AFORESAID, TO THE NORTH LINE OF WEST FLOURNOY STREET;

THENCE EAST ALONG SAID NORTH LINE AND ALONG SAID NORTH LINE EXTENDED EAST, CROSSING SOUTH HOYNE AVENUE, TO AN INTERSECTION WITH THE NORTHWARD EXTENSION OF THE EAST LINE OF SAID AVENUE;

THENCE SOUTH ALONG SAID NORTHWARD EXTENSION AND ALONG SAID EAST LINE AND SAID EAST LINE EXTENDED SOUTH, CROSSING WEST POLK STREET, TO THE SOUTH LINE OF SAID STREET;

THENCE WEST ALONG SAID SOUTH LINE, AND ALONG SAID SOUTH LINE EXTENDED WEST, CROSSING THE 16 FOOT WIDE SOUTHWEST-NORTHEAST ALLEY IN BLOCK 8 OF THE FLOURNOY'S RESUBDIVISION AFORESAID, WEST BOWLER STREET, THE 16 FOOT WIDE SOUTHWEST-NORTHEAST ALLEY IN BLOCK 7 OF SAID RESUBDIVISION, AND SOUTH LEAVITT STREET, TO AN INTERSECTION WITH THE SOUTHWARD EXTENSION OF THE WEST LINE OF SOUTH LEAVITT STREET;

THENCE NORTH ALONG SAID SOUTHWARD EXTENSION, AND ALONG SAID WEST LINE AND SAID WEST LINE EXTENDED NORTH, CROSSING WEST POLK STREET AND THE VACATED 16 FOOT WIDE ALLEY SOUTH OF AND ADJACENT TO F.W. AND J.L. CAMPBELL'S SUBDIVISION OF BLOCK 2 IN MORRIS AND OTHERS SUBDIVISION, TO THE SOUTH LINE OF WEST CAMPBELL PARK DRIVE;

THENCE WEST ALONG SAID SOUTH LINE AND SAID SOUTH LINE EXTENDED WEST, CROSSING SOUTH OAKLEY BOULEVARD, TO THE WEST LINE OF SAID BOULEVARD;

THENCE NORTH ALONG SAID WEST LINE, AND ALONG SAID WEST LINE EXTENDED NORTH, CROSSING WEST FLOURNOY STREET, TO THE SOUTH LINE OF AN 18 FOOT WIDE EAST-WEST ALLEY NORTH OF AND ADJACENT TO THE NORTH LINE OF LOT 1 IN THE SUBDIVISION OF THE NORTH 75 FEET OF LOTS 47, 48, 49, 50 AND PART OF 51 IN BLOCK 16 OF MORRIS AND OTHERS SUBDIVISION AFORESAID;

THENCE WEST ALONG THE SOUTH LINE OF SAID ALLEY, AND ALONG SAID SOUTH LINE EXTENDED WEST, TO THE EAST LINE OF SOUTH WESTERN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE TO THE INTERSECTION OF SAID EAST LINE WITH THE EASTWARD EXTENSION OF THE SOUTH LINE OF LOT 5 IN THE SPAFFORD AND FOX SUBDIVISION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 13 AFORESAID;

THENCE WEST ALONG SAID EASTWARD EXTENSION, CROSSING SOUTH WESTERN AVENUE AND PASSING INTO SAID SECTION 13, AND ALONG SAID SOUTH LINE, TO THE SOUTHWEST CORNER OF SAID LOT 5;

THENCE WESTERLY, TO AN ANGLE POINT IN THE NORTH LINE OF LOT 58 IN THE SPOFFORD AND FOX SUBDIVISION AFORESAID;

THENCE WEST ALONG THE NORTH LINE OF SAID LOT (SAID NORTH LINE BEING ALSO THE SOUTH LINE OF A 16 FOOT WIDE EAST-WEST ALLEY), AND ALONG SAID NORTH LINE EXTENDED WEST, CROSSING A VACATED 10 FOOT WIDE NORTH-SOUTH PRIVATE ALLEY, AND SOUTH CAMPBELL AVENUE, TO THE EAST LINE OF SOUTH MAPLEWOOD AVENUE;

THENCE SOUTH ALONG SAID EAST LINE, AND ALONG SAID EAST LINE EXTENDED SOUTH, CROSSING WEST FLOURNOY STREET, THE 15.5 FOOT WIDE EAST-WEST ALLEY IN BLOCK 4 OF CARTER H. HARRISON'S ADDITION TO CHICAGO, WEST LEXINGTON STREET, AND THE 15.5 FOOT WIDE EAST-WEST ALLEY IN BLOCK 5 OF SAID SUBDIVISION, TO THE NORTH LINE OF WEST POLK STREET;

THENCE EAST ALONG SAID NORTH LINE, AND SAID NORTH LINE EXTENDED EAST, CROSSING SOUTH CAMPBELL AVENUE, TO AN INTERSECTION WITH THE NORTHWARD EXTENSION OF THE EAST LINE OF SAID AVENUE;

THENCE SOUTH ALONG SAID NORTHWARD EXTENSION, AND ALONG SAID EAST LINE AND SAID EAST LINE EXTENDED SOUTH, CROSSING WEST POLK STREET, THE 16 FOOT WIDE EAST-WEST ALLEY IN S.W. ROWSON'S SUBDIVISION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 13 AFORESAID, WEST ARTHINGTON STREET, THE 16 FOOT WIDE EAST-WEST ALLEY IN S.W. ROWSON'S SUBDIVISION OF BLOCK 1 OF SAID S.W. ROWSON'S SUBDIVISION, WEST TAYLOR STREET, THE 16 FOOT WIDE EAST-WEST ALLEY IN S.W. ROWSON'S SUBDIVISION OF BLOCK 2 IN SAID S.W. ROWSON'S SUBDIVISION, WEST FILLMORE STREET, THE 16 FOOT WIDE EAST-WEST ALLEY IN S.W. ROWSON'S SUBDIVISION OF BLOCK 3 OF SAID S.W. ROWSON'S SUBDIVISION, WEST GRENSHAW STREET, AND THE 16 FOOT WIDE EAST-WEST ALLEY IN S.W. ROWSON'S SUBDIVISION OF BLOCK 4 OF SAID S.W. ROWSON'S SUBDIVISION, TO THE NORTH LINE OF WEST ROOSEVELT ROAD;

THENCE EAST ALONG SAID NORTH LINE, AND ALONG SAID NORTH LINE EXTENDED EAST, CROSSING THE 16 FOOT WIDE NORTH-SOUTH ALLEY IN SAID SUBDIVISION OF BLOCK 4 AND SOUTH WESTERN AVENUE, PASSING INTO SECTION 18 AFORESAID, TO AN INTERSECTION WITH THE SOUTHWARD EXTENSION OF PRESENT EAST LINE OF SAID AVENUE;

THENCE NORTH ALONG SAID SOUTHWARD EXTENSION TO THE PRESENT NORTH LINE OF WEST ROOSEVELT ROAD;

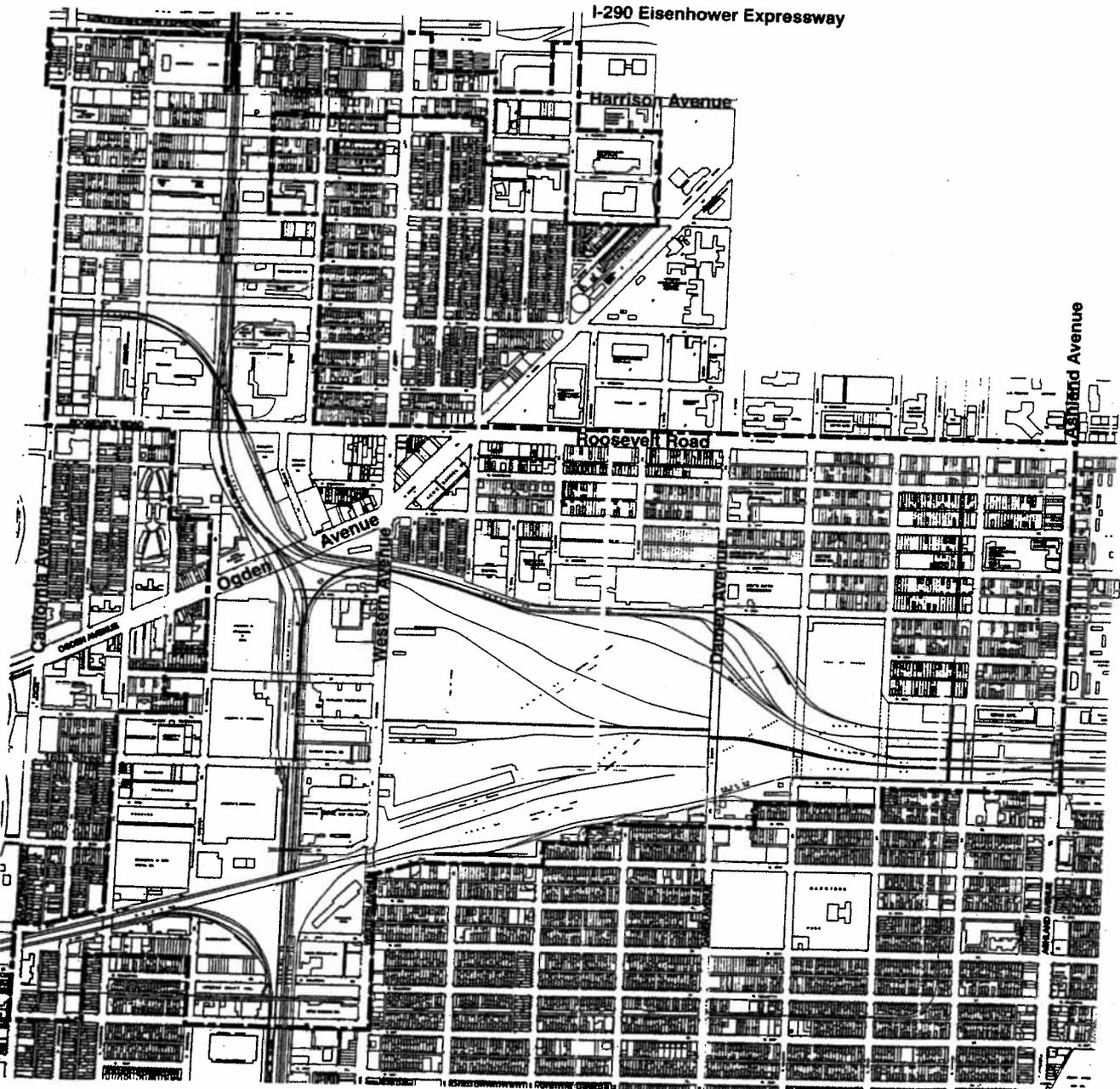
THENCE EAST ALONG SAID NORTH LINE TO AN ANGLE POINT IN SAID LINE, SAID POINT BEING IN THE SOUTH LINE OF LOT 46 IN THE E.K. DOUGLASS SUBDIVISION OF BLOCK 9 IN MORRIS AND OTHERS SUBDIVISION AFORESAID;

THENCE NORTHEASTERLY TO AN INTERSECTION WITH THE WESTWARD EXTENSION OF THE NORTH LINE OF WEST ROOSEVELT ROAD IN THE SUBDIVISION OF BLOCK 8 IN SAID MORRIS AND OTHERS SUBDIVISION;

THENCE EAST ALONG SAID WESTWARD EXTENSION, AND ALONG SAID NORTH LINE AND SAID NORTH LINE EXTENDED EAST, CROSSING SOUTH OAKLEY BOULEVARD, WEST OGDEN AVENUE, VACATED SOUTH LEAVITT STREET, SOUTH HAMILTON AVENUE, THE VACATED 10 FOOT NORTH-SOUTH ALLEY IN THE SUBDIVISION OF BLOCKS 7 AND 8, TOGETHER WITH THE EAST HALF OF BLOCK 6 IN TIERNAN'S SUBDIVISION, SOUTH HOYNE AVENUE, THE VACATED NORTH-SOUTH ALLEY WEST OF AND ADJOINING SOUTH DAMEN AVENUE, SAID SOUTH DAMEN AVENUE, VACATED SOUTH WINCHESTER AVENUE, SOUTH WOLCOTT AVENUE, SOUTH WOOD STREET, SOUTH HERMITAGE AVENUE, SOUTH PAULINA STREET, VACATED SOUTH MARSHFIELD AVENUE AND SOUTH ASHLAND AVENUE, PASSING INTO SECTION 17 AFORESAID, TO THE POINT OF BEGINNING;

IN COOK COUNTY, ILLINOIS.

CONTAINING 755 ACRES OF LAND, MORE OR LESS.



Prepared By: *Trkla, Pettigrew, Allen, & Payne, Inc.*

Figure 1
Boundary Map
Western/ Ogd
Tax Increment Financ

III. ELIGIBILITY CONDITIONS

The results summarized in this section are more fully described in a separate report which presents the definition, application and extent of the blight factors in the Project Area. The report, prepared by TPAP, entitled "Western/Ogden Project Area Tax Increment Financing Eligibility Study," is attached as Exhibit III to this Redevelopment Plan.

- Of the 14 blighting factors set forth in the Act for "improved" blighted areas, 10 are present in the Project Area. Nine factors (age, dilapidation, obsolescence, deterioration, structures below minimum code standards, excessive vacancies, deleterious land use or layout, depreciation of physical maintenance and lack of community planning) are present to a major extent and one factor (excessive land coverage) is present to a limited extent. A factor present to a limited extent is present in a block, but the distribution or impact of the blight condition is limited in scope or severity. A factor which is present to a major extent is present throughout major portions of a block, with the presence of this condition severely impacting or influencing adjacent and nearby development. When assessing whether a factor is present to a major or minor extent throughout the Project Area as a whole, the scope and severity of that factor is considered. Therefore the determination of major or minor extent is not simply a determination of a majority or minority of blocks with the factor present to a major or limited extent.
- Within the "improved" blighted area, vacant land and vacant parcels exist where buildings have been removed. These vacant sites are characterized by obsolete platting, diversity of ownership, tax delinquency and are adjacent to deteriorating structures or site improvements.
- The factors present are reasonably distributed throughout the Project Area, including the vacant portions of the Project Area.
- All 86 blocks within the Project Area show the presence of blight factors.
- The Project Area includes only real property and improvements thereon substantially benefited by the proposed redevelopment project improvements.
- Although also part of the broader "improved" blighted area, the vacant areas within the Project Area also meet the requirements of the Act for designation as a vacant "blighted area". A combination of four of the five factors listed in the the first category for determining whether vacant land is a "blighted area" as defined in the Act are present in these portions of the Project Area. A combination of two factors are required for eligibility as set forth in the Act. The factors for a vacant "blighted area" present in the Project Area include: 1) Obsolete Platting, 2) Diversity of Ownership, 3) Tax and Special

Assessment Delinquencies and 4) Deterioration of structures or site improvement in areas adjacent to vacant land.

Surveys and Analyses Conducted

An analysis was made of each of the blighted area eligibility factors listed in the Act to determine whether each or any are present in the Project Area, and if so, to what extent and in what locations. Surveys and analyses conducted by TPAP and Andrew Heard & Associates included:

1. Exterior survey of the condition and use of each building;
2. Site surveys of streets, alleys, sidewalks, curbs and gutters, lighting, parking facilities, landscaping, fences and walls, and general property maintenance;
3. Analysis of existing uses and their relationships;
4. Comparison of current land use to current zoning ordinance and the current zoning map;
5. Analysis of original and current platting and building size and layout;
6. Analysis of vacant sites and vacant buildings;
7. Analysis of building floor area and site coverage;
8. Analysis of building permits issued for the Project Area from 1991 through the first half of 1997;
9. Review of previously prepared plans, studies and data.

IV. REDEVELOPMENT GOALS AND OBJECTIVES

Comprehensive and coordinated area-wide investment in new public and private improvements and facilities is essential for the successful redevelopment of the Project Area and the elimination of conditions that have impeded redevelopment of the Project Area in the past. Redevelopment of the Project Area will benefit the City through improvements in the physical environment, an increased tax base, and additional employment opportunities.

This section identifies the general goals and objectives adopted by the City for redevelopment of the Project Area. Section V presents more specific objectives for development and design within the Project Area and the redevelopment activities the City plans to undertake to achieve the goals and objectives presented in this section.

A. General Goals

Listed below are the general goals adopted by the City for redevelopment of the Project Area. These goals provide overall focus and direction for this Redevelopment Plan.

1. Improve the quality of life in the City by revitalizing the Project Area. This can be accomplished through assisting the Project Area to become a secure, functional, attractive, marketable and competitive modern urban industrial park and business district environment.
2. Create an environment within the Project Area which will contribute more positively to the health, safety and general welfare of the City, and preserve and enhance the value of properties adjacent to the Project Area.
3. Create an increased real estate and sales tax base for the City and other taxing districts having jurisdiction over the Project Area.
4. Retain and enhance sound and viable existing businesses and industries within the Project Area.
5. Attract new industrial and business development within the Project Area.
6. Create new job opportunities within the Project Area.
7. Employ residents from within the Project Area as well as surrounding areas, in jobs in the Project Area and adjacent redevelopment project areas.

B. Redevelopment Objectives

Listed below are the redevelopment objectives which will guide planning decisions regarding redevelopment within the Project Area.

1. Reduce or eliminate those conditions which qualify the Project Area as a blighted area. These conditions are described in detail in Exhibit III to this Redevelopment Plan.
2. Strengthen the economic well-being of the Project Area by increasing taxable values.
3. Assemble or encourage the assembly of land into parcels of appropriate shape and sufficient size for redevelopment in accordance with this Redevelopment Plan and contemporary development needs and standards.
4. Create an environment which stimulates private investment in the upgrading and expansion of existing industries and the construction of new business and industrial facilities which will create jobs and increase the property tax base.
5. Encourage visually attractive buildings, rights-of-way and open spaces incorporating high design standards.
6. Provide necessary public improvements and facilities in proper relationship to the projected demand for such facilities and in accordance with present-day design standards for such facilities.
7. Provide necessary incentives to encourage business retention, rehabilitation and new development.
8. Establish job training and job readiness programs to provide residents from within, and surrounding the Project Area with the skills necessary to secure jobs within the Project Area and adjacent redevelopment project areas.
9. Secure commitments from employers located in the Project Area and adjacent redevelopment project areas to interview graduates of the Project Area's job readiness and job training programs.
10. Provide opportunities for women and minority businesses to share in the redevelopment of the Project Area.

V. REDEVELOPMENT PROJECT

This section presents the Redevelopment Project anticipated to be undertaken by the City and by private entities on behalf of the City in furtherance of this Redevelopment Plan. The Redevelopment Project described in this Redevelopment Plan and pursuant to the Act includes: a) the overall redevelopment concept, b) development and design objectives, c) the land use plan, d) improvement and development recommendations for planning subareas, e) an estimate of future development potential, f) a description of redevelopment improvements and activities, g) estimated redevelopment project costs, h) a description of sources of funds to pay estimated redevelopment project costs, i) a description of obligations that may be issued, and j) identification of the most recent EAV of properties in the Project Area and an estimate of future EAV.

Preparation of this Redevelopment Plan has included a review of the recently completed *Strategic Plan for the Western/Ogden Model Industrial Corridor*, the *Roosevelt/California Innovative Project*, the *Illinois Medical Commission Master Plan* and the *City of Chicago Capital Improvement Program 1997-2001*, West District section. These previously prepared plans and studies were supplemented with interviews of representatives of the Chicago Board of Education and the Chicago Housing Authority, which own significant land within or near the Project Area. This Redevelopment Plan incorporates many of the findings and recommendations of these previous plans and studies.

A. Overall Redevelopment Concept

The Project Area should be redeveloped as a cohesive and distinctive industrial, business and research employment center. It should consist of industrial, business and research areas offering a range of site development opportunities, office/research and institutional developments that relate to and enhance the nearby Illinois Medical Center, commercial areas that are compatible with and support surrounding employment areas and a range of open space and pedestrian amenities.

The Project Area should be marked by improvements in infrastructure, job creation as well as retention of existing jobs, expansion of existing industries, creation of new industrial and business development, and enhancement of the area's overall image and appearance. Improvement projects should include: the rehabilitation and reuse of existing industrial buildings, new business and industrial construction, viaduct reconstruction, street repairs, sewer system and infrastructure maintenance, landscaping and other appearance improvements, and the provision of new amenities which companies expect to find in a modern industrial park environment.

The Project Area should maximize its existing accessibility features and should be served by a street system and public transportation facilities that provide safe and convenient access to and circulation within the Project Area.

The Project Area should be characterized by an organized network of open spaces and public amenities which will link major employment centers, open spaces, landscaped streets and surrounding amenities.

The Project Area should have a coherent overall design and character. Individual developments should be visually distinctive and compatible. Where it is not in conflict with modern industrial development practices, the Project Area should respect Chicago's traditional neighborhood form which is characterized by a grid pattern of streets, with buildings facing the street.

The Project Area should become one of the City's premier employment centers that will complement and enhance surrounding community areas.

B. Development And Design Objectives

Listed below are the specific development and design objectives which will assist the City in directing and coordinating public and private improvement and investment throughout the Project Area in order to achieve the general goals and objectives identified in *Section IV* of this Redevelopment Plan.

The Development Guidelines are intended to help attract desirable new business and employment development, foster a consistent and coordinated development pattern, and create an attractive and quality image and identity for the Project Area.

1. Land Use

- Promote comprehensive, area-wide redevelopment of the Project Area as a planned and cohesive industrial, business and research employment center.
- Provide sites for a wide range of land uses, including industrial, (according to modern industrial park standards), rail road, institutional, retail, commercial service, open green space and residential uses.
- Promote retail and commercial uses in selected locations which support the needs of the Project Area's employees and business patrons.
- Protect areas designated for industrial and business use from competing and conflicting land uses.
- Encourage continued expansion of institutional and office/research services in the vicinity of the Illinois Medical Center.

2. Building and Site Development

- Repair and rehabilitate existing industrial buildings in poor condition, when feasible and demolish buildings where rehabilitation is not feasible.
- Reuse vacant buildings in serviceable condition for new business or industrial uses.
- Ensure that the design of new buildings is compatible with the surrounding building context.
- Promote the use of architectural treatments and landscaping around buildings to add visual interest. To maximize the impact of these improvements priority should be given to larger industrial buildings facing major streets. However, smaller, non-industrial sites would benefit from the same types of treatments.
- Locate building service and loading areas away from front entrances and major streets where possible.
- Encourage parking, service and support facilities which can be shared by multiple industries.
- Encourage decorative metal fencing around the perimeter of industrial sites to provide street level identity and enhance public safety. Discourage the use of chain link fencing, except in areas that are not visible to the public.

3. Transportation and Infrastructure

- Provide safe and convenient access to the Project Area for trucks, autos and public transportation.
- Alleviate traffic congestion along arterial routes throughout the Project area.
- Improve the street surface conditions, street lighting, and traffic signalization.
- Consider the use of traffic calming devices such as cul-de-sacs, limited access and street closures where they would contribute to the efficient use of sites in close proximity.
- Consider closing selected street segments and viaducts in order to create larger building sites and enhance opportunities for new development.
- Improve viaduct clearances and the condition of viaduct structures.
- Promote developments that incorporate transit facilities into their design.
- Provide well-defined, safe pedestrian connections between developments within the Project Area, and between the Project Area and nearby destinations.

- Upgrade public utilities and infrastructure throughout the Project Area as required.

4. Urban Design

- Establish a comprehensive streetscape system to guide the design and location of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage throughout the Project Area.
- Promote high quality and harmonious architectural and landscape design throughout the Project Area.
- Enhance the appearance of the Project Area by landscaping the major street corridors.
- Provide distinctive design features, including landscaping and signage, at the major entryways into the Project Area to create a unified identity.
- Install streetpole banners throughout the Project Area to signal revitalization and reinvestment.
- Develop a distinctive name and logo for the Project Area to be used extensively to increase public awareness; establish a new identity and facilitate marketability of the Project Area.
- Preserve and promote buildings with historic and architectural value, where appropriate.
- Clear, clean and maintain vacant land, particularly in highly visible locations; where possible, use vacant lots for open space or off-street parking.
- Improve the condition and appearance of commercial and residential areas to remain.
- Eliminate illegal dumping, abandoned vehicles and graffiti.
- Promote the development of public art at selected locations.
- Prohibit billboards and restrict other outdoor advertising.

5. Landscaping and Open Space

- Provide landscaped buffer areas around the periphery of, and within the Project Area to secure industrial areas and reduce the adverse impact of industrial activities on adjacent residential neighborhoods.
- Encourage landscaped open spaces in front setbacks, particularly along arterial and industrial collector streets.
- Screen active rail tracks with berming and landscaping.

- Promote the use of landscaping and attractive fencing to screen dumpsters, waste collection areas, loading areas, service areas and the perimeter of parking lots and other vehicular use areas.
- Ensure that all landscaping and design materials comply with the City of Chicago Landscape Ordinance.
- Promote the development of shared open spaces within industrial areas, including courtyards, eating areas, recreational areas, etc.
- Ensure that all open spaces are designed, landscaped and lighted to achieve a high level of security.

C. *Generalized Land Use Plan*

Figure 2 represents the Generalized Land Use Plan that will be in effect upon adoption of this Redevelopment Plan. This plan is a generalized plan in that it merely demonstrates ideal planned uses for areas of the Project Area. This plan does not preclude conflicting uses from existing within any of the various land use categories. However it does restrict potential TIF assistance to those redevelopment projects that maintain compliance with the Generalized Land Use Plan.

As indicated in Figure 2, the Project Area should be redeveloped as a planned and cohesive industrial, business and research employment center providing sites for a wide range of land uses, including industrial, office/research, commercial service, residential, open space, intermodal yard and public and institutional uses. The various land uses should be arranged and located to minimize conflicts between different land use activities.

The Land Use Plan highlights numerous opportunities for industrial and business improvement, enhancement and new development within the Project Area. The plan is focused on maintaining and enhancing sound and viable existing businesses, and promoting new business development at selected locations.

The Generalized Land Use Plan designates nine (9) land use categories within the Project Area, as described below:

- *Residential* exists in several small enclaves around the periphery of the Project Area that may be retained for the immediate future.
- *Residential or Industrial* is an area where either type of development could be well suited, contingent upon development activity in adjacent areas.

- *Mixed-Use: Industrial/Commercial Service* encompasses the blocks around the intersection of Ogden Avenue and Western Avenue, and is intended to accommodate a mix of uses that serve and support employees and businesses within the Project Area.
- *Commercial/Retail* encompasses several small existing service areas along California Avenue and Harrison Street, including larger uses on the southwest corner of Roosevelt Road and Ashland Avenue which serve the Project Area and surrounding neighborhoods.
- *Institutional/Office/Research* encompasses the area south of Roosevelt Road and east of Oakley Avenue including the blocks recommended in the Illinois Medical Commission's Master Plan for a mixed-use zone with potential for a wide range of institutional, technology, commercial and light industrial uses.
- *Open Green Space* exists exclusively inside Altgeld Park of the Chicago Park District, located at 2700 West Harrison. Greenways and open space proposed for the District Development Area are not shown on the Generalized Land Use Plan as this plan only shows the general nature of the larger area.
- *Retail or Industrial or Residential* is an area just south of an area that could be either residential or industrial. The development in this area is dependent upon the type of development that occurs in adjacent areas.
- *Industrial* encompasses the manufacturing, warehouse and distribution areas in the western portion of the Project Area and is the predominant land use.
- *Railroad Related* encompasses the south-central portion of the Project Area, including the Union Pacific and Burlington Northern/Santa Fe rail yard and exchange facilities.

Recommended land use strategies for specific subareas are presented in the following section of this Redevelopment Plan.



-  Resider
-  Residen
-  Mixed U.
-  Commer
-  Mixed Us
-  Open Gre
-  Retail or I
-  Industrial
-  Railroad F

Prepared By: *Trkla, Pettigrew, Allen, & Payne, Inc.*

Figure 2
Generalized Land-
Western/ Ogde
 Tax Increment Financ

D. Planning Subareas

The Project Area has been subdivided into fourteen (14) subareas, each of which would be suitable for a different mix of uses and intensity of development, and each of which warrants a different approach to improvement and redevelopment. (See Figure 3)

It should be emphasized that the boundaries of these subareas and the specification of uses within the subareas are for guidance only, and are subject to refinement and modification as a part of the City's planned development process.

A large portion of the Project Area was included in the recently completed *Strategic Plan for the Western/Ogden Model Industrial Corridor*, prepared by the Eighteenth Street Development Corporation and the Agency Metropolitan Program Services (AMPS), two City delegate agencies. The Strategic Plan establishes an overall vision for the industrial corridor and identifies a number of projects and actions to improve and enhance the industrial area, based on extensive input from and participation by local businesses and industries within the Western/Ogden Model Industrial Corridor.

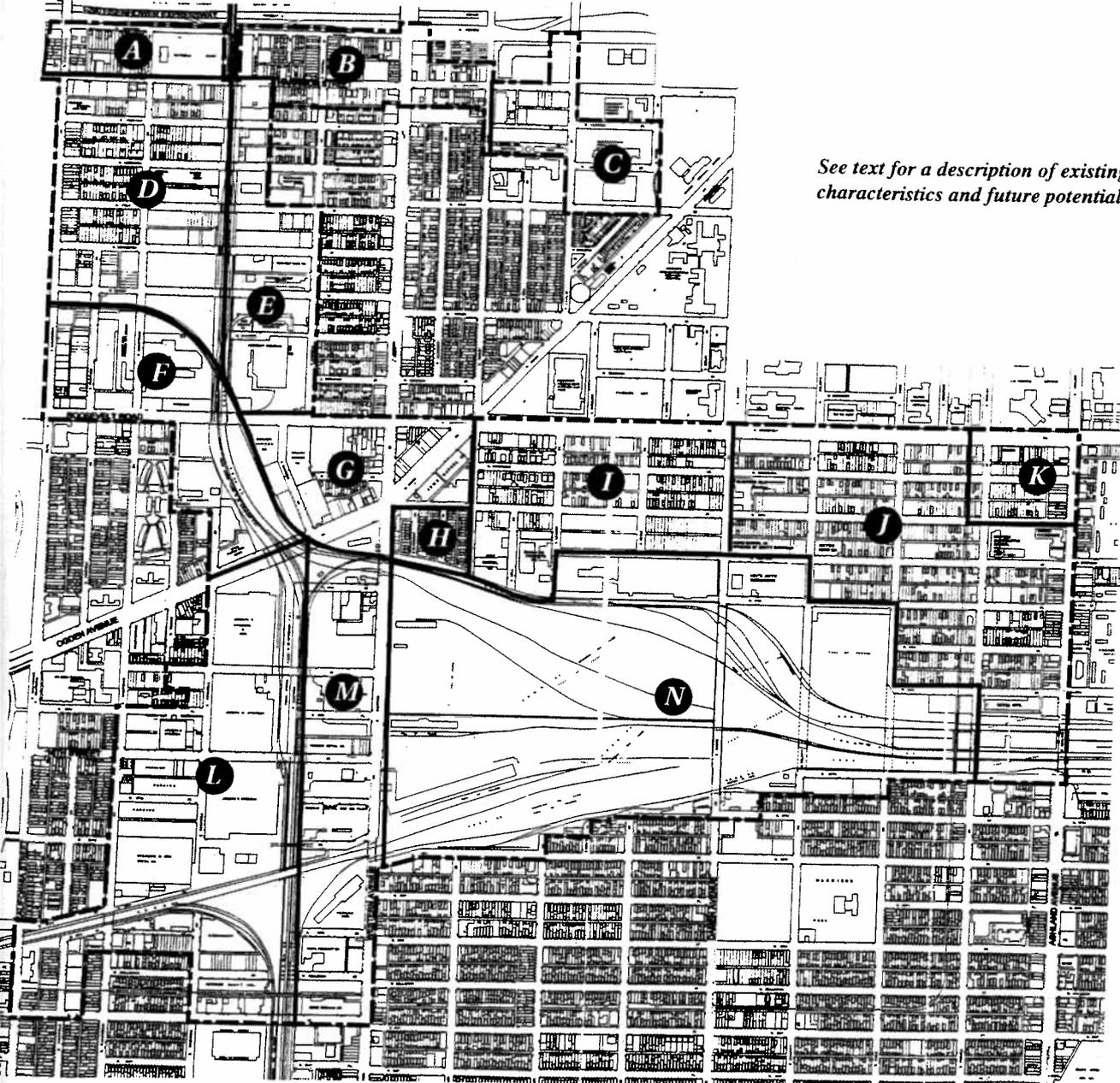
Several of the following planning subareas (specifically subareas C,I,J, and K) are within the jurisdiction of the IMDC. The IMDC, a state-created commission responsible for coordinating the development of 640 acres of land on Chicago's Near West Side, has a planning jurisdiction that overlaps the northeast portion of the Redevelopment Project Area. The IMDC was created by the State of Illinois as separate jurisdictional area in 1941 pursuant to the Illinois Medical District Act, 70 ILCS 919/1 *et seq.* (the "IMD Act").

The IMDC recently prepared a Master Plan, approved by the Plan Commission of the City on August 14, 1997, for its planning jurisdiction, which includes Subareas C, I, J and K of this Redevelopment Plan. The Master Plan identifies potential new development in these subareas based on member facility plans, industry trends and market needs. Zoning for the IMD is governed by PUD #30, the most recent amendment for which was adopted by the IMDC on August 13, 1997 and by the Chicago City Council on October 1, 1997

According to the IMDC Master Plan, the DDA should accommodate moderate and large scale buildings as well as multi-building campus development. This area should provide sites for companies that grow out of the Chicago Technology Park and need larger facilities for production. It should also provide sites for shared support facilities which do not need to be in the dense central core of the district near Cook County Hospital and Rush-Presbyterian-St. Luke's Medical Center.

In recognition by the City of the rights and powers of the IMDC with respect to the portion of the Project Area located within the IMD, this Redevelopment Plan expressly provides that :

(i) as long as the IMDC is in existence, no acquisition of property or relocation will be conducted directly by the City on property in the Project Area that is located within the IMD without the prior written consent of the IMDC and unless such acquisition or relocation is consistent with this Redevelopment Plan; and (ii) adoption of this Redevelopment Plan does not alter the respective authority of the City and/or the IMDC for planning, zoning and land use decisions within the IMD as provided by applicable legal and statutory authority, including the IMD Act and the PUD #30.



See text for a description of existing characteristics and future potentials.

A Subareas
 - - - - - Boundary

Figure 3
 Planning Subareas
Western/Ogden
 Tax Increment Finan

Prepared By: Trkla, Pettigrew, Allen, & Payne, Inc.

Subarea A

Subarea A encompasses the 15.85 acres located north of Harrison Street and south of Congress Parkway, from Maplewood Avenue on the east to, and inclusive of, the western frontage along California Avenue on the west. This subarea contains several vacant storefronts, some with 2-3 apartments above. This area is very similar in makeup to Subarea D to the south, however approximately one half of this subarea is made up by Altgeld Park of the Chicago Park District.

Future use of this subarea should include a gateway from the north into the proposed Roosevelt/California Business Park. It should be zoned completely industrial with the exception of Altgeld Park, which will continue to function as park space.

Subarea B

Subarea B is generally bounded by Congress Parkway on the north, the alley immediately south of the southern frontage of Harrison Street on the south, Oakley Avenue on the east, and Maplewood Avenue on the west. Subarea B is primarily a residential area connecting Altgeld Park and the Chicago Technology Park, with some commercial concentrated at the intersection of Western Avenue and Harrison Street. It is characterized by an older housing stock, some vacant buildings, auto repair shops and vacant lots.

The majority of Subarea B should be retained and enhanced as residential in nature, with the only exception being a commercial “node” centered around the intersection of Western Avenue and Harrison Street. This node should be developed with smaller, community-oriented commercial enterprises to serve the residential area of Tri-Taylor to the South and the workers in the high tech industries in the Tech Park to the east. This subarea should also serve as the northern gateway to the Industrial Corridor and the Chicago Technology Park. It could benefit greatly in this role with a distinctive archway, enhanced lighting, and decorative concept signage.

Subarea C

Subarea C is generally bounded by Congress Parkway on the north, Campbell Park and Polk Street on the south, Hoyne Avenue on the east, and Oakley Avenue on the west. This area represents a portion of the Chicago Technology Park, an area designed to provide “incubator space” for new businesses entering the bio-medical field.

A building “shell” is situated at the southeast corner of this subarea. The building was originally built for a bio-med research firm that chose not to remain in the Chicago area due to a highly attractive inducement from a West Coast municipality. The building has never been fully occupied. It is possible that had funds been available through TIF, an inducement could have been created to either retain the originally intended tenant, or attract a new tenant.

This subarea should remain as the Chicago Technology Park, a breeding ground for new and innovative bio-medical research and development enterprises in Chicago.

Subarea D

Subarea D is bounded by Harrison Street on the north, the Chicago & Northwestern Rail Road tracks on the south, California Avenue on the west, and the Conrail tracks on the east. While this subarea contains several viable existing industries, it is also characterized by severe deterioration and significant underutilization.

Subarea D was the focus of the Roosevelt/California Innovative Project, a study recently undertaken by Agency Metropolitan Program Services, Inc. (AMPS, a City delegate agency) and commissioned by the City of Chicago's Department of Planning and Development (DPD) which recommended that this subarea be redeveloped as a new planned industrial park to provide a major new employment anchor for the Project Area.

Subarea D has a number of assets and advantages for new industrial park development. There is a significant amount of vacant land. Natural barriers, together with the possibility of street closures, make this subarea easily secured. It has good proximity to downtown Chicago and the expressway system. It enjoys relatively good accessibility via truck, rail, automobile and public transportation. Established industrial areas are located to the east and south, and viable commercial and residential areas are also located close by. In addition, Subarea D is located within the Federal Empowerment Zone and the State Enterprise Zone, both of which offer major tax and other incentives for businesses located within these zones.

Subarea D should be targeted for large-scale land assembly, preferably by private developers, and redevelopment for industrial use. While the new park should provide sites for a range of new industrial uses, it should also allow for the retention of viable existing businesses.

The new industrial park proposed for this subarea should be designed to maximize flexibility for new industrial development and provide expansion opportunities for the firms presently located in the area. Vehicular accessibility should be improved, particularly from the north. The new park should have a limited number of new access points to facilitate control and security and maximize the capacity of industrial tenants to conduct different aspects of their business on a single site. Inventory control and crime deterrence are the primary benefits of increased control over traffic flow into and out of the park. The perimeter of the park should be secured through fencing and attractive landscaping treatment. Design of the park should establish a strong and positive visual image and identity for this area.

Subarea E

Subarea E is generally bounded by Harrison Street on the north, Roosevelt Road on the south, Campbell Avenue on the east, and the Conrail tracks on the west. Subarea E includes several viable manufacturing, distribution and warehouse uses. Some of the larger uses include Metropolitan Moving and Storage, Francis Foundry, National Power Rodding, and Angelica Health Care Services. Several smaller industrial facilities are also located within this area.

One alternative for Subarea E is to maintain the area as an industrial and business area. This subarea has little vacant land and few vacant buildings, and the emphasis could be on improving existing uses and facilities. Screening and buffering should be improved between the industrial area and the existing neighborhood to the east.

Another possible alternative use for this subarea could be residential uses that would be an extension of the residential Tri-Taylor neighborhood immediately to the east. In recent years the housing in this area has been improved significantly, (Tri-Taylor is not within the Project Area), and it is possible that its success could be duplicated within Subarea E. With the additional residential in the area, some additional retail may also be supported.

With either alternative, opportunities for retail commercial development may also be present due to the small size and infrastructure of some of the current industrial sites.

Subarea F

Subarea F is generally bounded by the Chicago & Northwestern tracks on the north, Ogden Avenue on the south, California Avenue on the west, and the Conrail tracks on the east. Subarea F includes a mix of industrial, commercial and residential uses, together with a significant amount of vacant and underutilized land. Major existing uses include Eaglebrook, a manufacturer of plastic goods, and Chicago Data and Destruction, a business records storage company.

Subarea F should be improved and redeveloped primarily for industrial use. Vacant and underutilized parcels located both north and south of Roosevelt Road could provide sites for larger industrial uses. Subarea F should essentially be a continuation of the proposed business park planned for Subarea D immediately to the north.

Subarea G

Subarea G is generally bounded by Roosevelt Road on the north, Ogden Avenue and 13th Street on the south, Oakley Avenue on the east and the Baltimore & Ohio rail road tracks on the west. This subarea currently includes a mix of industrial, commercial and residential uses and vacant land and buildings. Major existing industries include Acme Barrel, EJ Industries and Hyre Electric. This subarea also includes several auto-related service uses, including a Firestone Service Center, a car wash and several repair shops.

Subarea G occupies a strategic location at the intersection of three arterial routes and is situated between several existing and proposed areas of employment concentration; the proposed business park near Roosevelt and California, the Chicago Technology Park to the north and the District Development Area to the east. Improvement and development of Subarea G should include special new signage and other design features to create a distinctive new visual focal point at the heart of the Project Area.

Subarea G should provide sites for a mix of industrial and commercial uses oriented towards servicing the surrounding industry. In general, commercial uses would be most appropriate along the Roosevelt Road, Western Avenue and Ogden Avenue frontages, and should serve and support nearby employees and businesses.

Industrial development would be most appropriate in the western portion of Subarea G, where a relatively large land area could be assembled.

Subarea H

Subarea H encompasses the small existing residential enclave bounded by Western Avenue on the west, 13th Street on the north, S. Oakley Avenue on the east, and the Baltimore & Ohio

Rail Road tracks on the south.

Subarea H is characterized by advanced deterioration and physical isolation. The existing land use is predominantly residential. This residential enclave is surrounded by blocks where industrial and commercial uses dominate. The residential units in this subarea are cut off from a larger residential neighborhood to the east. However, in contrast to the residential part of the Project Area in Subareas I and J north of the intermodal yard and south of Roosevelt Road, the blocks in Subarea H do not display a preponderance of vacant parcels and the buildings are occupied.

While Subarea H could be maintained for residential use in the immediate future, it should eventually be redeveloped for more compatible industrial or business uses.

Subarea I

Subarea I encompasses approximately 12 blocks bounded by Roosevelt Road on the north, Oakley Avenue on the west, Damen Avenue on the east and the intermodal yard on the south. The entirety of this subarea makes up the DDA portion of the IMD. Currently this subarea contains a wide variety of uses including residential, commercial and industrial.

Subarea I should be developed with human services, technology, commercial and light industrial uses. Acceptable uses include: medical, educational, institutional; business and professional offices; public and private human services; and restricted light industry.

Subarea I includes large vacant blocks which could accommodate several building sites or multi-building campuses. Minor streets should be closed and two to four blocks should be combined into "superblocks," with closed streets converted to pedestrian greenways.

Existing light industrial uses at the southern edge of Subarea I should be accommodated, including Pen-Tab Industries, Budding Company and Harrison Sample. If these uses relocate in the future, the existing buildings could be suited to technology industries, small business incubators and special shared facilities for district institutions.

Subarea J

Subarea J is bounded generally by Roosevelt Road on the north, Ashland Avenue on the east, 14th, 15th and 16th Streets on the south and Damen Avenue on the west. Currently there are several institutional uses in this subarea including three schools and an Illinois State Police facility. There are also residential and industrial uses currently in the subarea.

Subarea J should be developed for health care, technology, commercial and light industrial uses. Acceptable uses should include: medical, educational, institutional; business and professional offices; restricted retail; public and private human services; public and private utility services; and restricted light industry.

Subarea J consists of mostly vacant blocks that could accommodate several building sites and/or multi-building campuses. Minor streets should be closed to create larger “superblocks.”

Within Subarea J, several blocks are designated as potential sites for development to support the UIC patient care, research and educational facilities north of Roosevelt. In addition, the blocks along the west side of Ashland south to 15th Street should be considered for commercial and/or service development to serve Medical Center employees, visitors and other residents and employees of the surrounding area.

The State Police Crime Lab has recently been constructed at Damen and Roosevelt within Subarea J. Other new institutional facilities are planned, according to the IMD Master Plan. It is important to note that this is publicly funded investment in the Project Area and that the purpose of this plan is to encourage private investment. The Master Plan also accommodates a number of existing uses within Subarea J, including two public schools, a church and several industries along the southern edge of the subarea, including Dussek Campbell Yates, Chicago Wirecraft and Acme Scientific.

Subarea K

Subarea K encompasses the southwest corner of the intersection of Roosevelt Road and Ashland Avenue. The IMC Master Plan recommends that a new commercial center be developed at this highly visible and accessible intersection as an anchor for the surrounding area. The site is approximately 10 acres in size, and could accommodate a food store/drug store and ancillary retail space. This commercial center should provide retail services for people working within the IMD, visitors and residents and employees of the surrounding area.

Subarea L

Subarea L is generally bounded by Ogden Avenue on the north, 21st Street on the south, the Chicago & Northwestern tracks on the east, and California and Washtenaw Avenues on the west.

The northern portion of Subarea L is anchored by Ryerson Steel, the largest individual industry within the Project Area. The Ryerson properties are generally well maintained and are attractively screened from existing residential uses to the west. However despite the best efforts of Ryerson, there still remains problems in and around this area with regard to deteriorated infrastructure, inadequate lighting, and difficult access for truck traffic due to rail viaducts in poor condition.

The southern portion of Subarea L includes a diverse mix of industrial, commercial and residential uses. Major existing uses include Scully-Jones, American Waste Fibers and Royal Knitting.

The major portion of Subarea L should be devoted to industrial and business use. There are a number of vacant and marginally used properties south of the Chicago Pacific & Central tracks that would be suitable for new industrial development. While commercial uses could be permitted along California just north of 21st Street, and residential uses could be maintained along Washtenaw between 21st Street and Cullerton Avenue, other residential and commercial uses in the southwest corner of this subarea remain as a conflicting use, but may be replaced in favor of new industrial development at some future time.

Subarea M

Subarea M is generally bounded by the Baltimore & Ohio rail road tracks on the north, Western Avenue on the east, 21st Street on the south, and the Chicago & Northwestern tracks on the west. Major existing industrial uses include Midland Properties, Midwest Folding Products and Excel Electric.

Subarea M contains a mix of older industrial buildings, many of which are either totally or partially vacant. It also includes several trailer parking and outdoor storage areas that may be available for more appropriate uses.

Subarea M should provide sites for manufacturing, distribution and warehouse uses. While substantial redevelopment could occur, several of the vacant existing buildings appear to have reuse potential.

Access to industrial properties along Western Avenue should be carefully controlled to minimize congestion and traffic operational problems along this heavily traveled arterial corridor. Where possible, landscaping and other screening should be provided along the Western Avenue frontage.

Subarea N

Subarea N encompasses the two intermodal rail facilities located between 14th and 18th Streets on the north and the south, respectively, Western Avenue on the west and Paulina Avenue on the east.

The major portion of Subarea N should be maintained for railroad use. It is suggested that vehicular access to the rail yards be improved, and that landscaping and other screening be provided around the periphery of the railroad properties. If any portion of the railroad land becomes available for reuse or redevelopment in the future, industrial uses should be encouraged.

There are several vacant and marginal properties along the southern edge of Subarea N which would be suitable for new industrial development or expansion space for nearby existing businesses.

E. Redevelopment Improvements and Activities

The City proposes to achieve its redevelopment goals and objectives for the Project Area through the use of public financing techniques including, but not limited to, tax increment financing; to undertake some or all of the activities and improvements authorized under the Act, including the activities and improvements described below. The City also maintains the flexibility to undertake additional activities and improvements authorized under the Act, if the need for activities or improvements change as redevelopment occurs in the Project Area.

The City may enter into redevelopment agreements with public or private entities for the furtherance of this Redevelopment Plan. Such redevelopment agreements may be for the assemblage of land; the construction, rehabilitation, renovation or restoration of improvements or facilities; the provision of services; or any other lawful purpose. Redevelopment agreements may contain terms and provisions which are more specific than the general principles set forth in this Redevelopment Plan and which may include affordable housing requirements.

1. Property Assembly

Property acquisition and land assembly by the private sector in accordance with this Redevelopment Plan will be encouraged by the City. Additionally, the City may encourage the preservation of buildings that are structurally sound and compatible with the overall redevelopment of the Project Area. To meet the goals and objectives of this Redevelopment Plan, the City may acquire and assemble property throughout the Project Area. Land assemblage by the City may be by purchase, exchange, donation, lease or eminent domain and may be for the purpose of (a) sale, lease or conveyance to private developers, or (b) sale, lease, conveyance or dedication for the construction of public improvements or facilities. Furthermore, the City may require written redevelopment agreements with developers before acquiring any properties.

As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and redevelopment.

The City may demolish improvements, remove and grade soils and prepare sites with soils and materials suitable for new construction. Clearance and demolition will, to the greatest extent possible, be timed to coincide with redevelopment activities so that tracts of land do not remain vacant for extended periods and so that the adverse effects of clearance activities may be minimized.

The City may (a) acquire any historic structure (whether a designated City or State landmark or on, or eligible for, nomination to the National Register of Historic Places); (b) demolish any non-historic feature of such structure; and (c) incorporate any historic structure or historic feature into a development on the subject property or adjoining property.

2. Relocation

As much of the Project Area consists of vacant land and underutilized buildings, relocation activities by the City are not anticipated. However, in the event that active businesses or other occupants are displaced by the public acquisition of property, they may be relocated and may be provided with financial assistance and advisory services in accordance with City policy.

3. Provision of Public Works or Improvements

The City may provide public improvements and facilities that are necessary to service the Project Area in accordance with this Redevelopment Plan and the comprehensive plan for development of the City as a whole. Public improvements and facilities may include, but are not limited to, the following:

a) Streets and Utilities

A range of individual roadway, utility and related improvement projects, from repair and resurfacing to major construction or reconstruction, may be undertaken.

b) Parks and Open Space

Improvements to existing or creation of new parks, open spaces and public plazas may be provided, including the construction of pedestrian walkways, stairways, lighting, landscaping and general beautification improvements for use by the general public.

4. Rehabilitation of Existing Buildings

The City will encourage the rehabilitation, reconstruction, repair, or remodeling of public or private buildings that are structurally sound and/or historically significant, and are compatible with the Redevelopment Project.

5. Job Training and Related Educational Programs

The City may implement programs designed to increase the skills of the labor force to maximize the employment opportunities within the Project Area.

6. Taxing Districts Capital Costs

The City may reimburse all or a portion of the costs incurred by certain taxing districts in the furtherance of the objectives of this Redevelopment Plan.

7. Interest Subsidies

Funds may be provided to developers or redevelopers for a portion of interest costs incurred by a developer or redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:

- (a) such costs are to be paid directly from the special tax allocation fund established pursuant to the Act; and
- (b) such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the developer or redeveloper with respect to the redevelopment project during that year;
- (c) if there are not sufficient funds available in the special tax allocation fund to make the payment, then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
- (d) the total of such interest payments paid pursuant to the Act may not exceed 30 percent of the total (i) costs paid or incurred by a developer or redeveloper for a redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by the City pursuant to the Act.

8. Analysis, Administration, Studies, Surveys, Legal, etc.

The City may undertake or engage professional consultants, engineers, architects, attorneys, etc. to conduct various analyses, studies, surveys, administration or legal services to establish, implement and manage this Redevelopment Plan.

F. Redevelopment Project Costs

The various redevelopment expenditures which are eligible for payment or reimbursement under the Act are reviewed below. Following this review is a list of estimated redevelopment project costs which are deemed to be necessary to implement this Redevelopment Plan (the "Redevelopment Project Costs").

1. Eligible Redevelopment Project Costs

Redevelopment project costs include the sum total of all reasonable or necessary costs incurred, estimated to be incurred, or incidental to this Redevelopment Plan pursuant to the Act. Such costs may include, without limitation, the following:

- 1) Costs of studies, surveys, development of plans and specifications, implementation and administration of the redevelopment plan including but not limited to, staff and professional service costs for architectural, engineering, legal, market-

- ing, financial, planning or other services, provided that no charges for professional services are based on a percentage of the tax increment collected;
- 2) Property assembly costs, including but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;
 - 3) Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings and fixtures;
 - 4) Costs of the construction of public works or improvements;
 - 5) Costs of job training and retraining projects;
 - 6) Financing costs including, but not limited to, all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued hereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for a period not exceeding 36 months following completion and including reasonable reserves related thereto;
 - 7) All or a portion of a taxing district's capital costs resulting from a redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project to the extent the municipality by written agreement accepts and approves such costs;
 - 8) Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law;
 - 9) Payment in lieu of taxes as defined in the Act;
 - 10) Costs of job training, advanced vocational education or career education, including but not limited to, courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken including but not limited to, the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40, and 3-40.1 of the Public Community

College Act and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code;

- 11) Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:
 1. such costs are to be paid directly from the special tax allocation fund established pursuant to this Act;
 2. such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;
 3. if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this provision, then the amount so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
 4. the total of such interest payments incurred pursuant to this Act may not exceed 30 percent of the total: (i) costs paid or incurred by the redeveloper for such redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to this Act.
- 12) Unless explicitly provided in the Act, the cost of construction of new privately-owned buildings shall not be an eligible redevelopment project cost.

If a special service area has been established pursuant to the Special Service Area Tax Act, [35 ILCS 235/0.01 *et. seq.*] then any tax increment revenues derived from the tax imposed pursuant to the Special Service Area Tax Act may be used within the redevelopment project area for the purposes permitted by the Special Service Area Tax Act as well as the purposes permitted by the Act.

2. Estimated Redevelopment Project Costs

A range of redevelopment activities and improvements will be required to implement this Redevelopment Plan. The activities and improvements and their estimated costs (1997 dollars) are set forth in Exhibit I of this Redevelopment Plan.

Redevelopment Project Costs described in this Redevelopment Plan are intended to provide an upper estimate of expenditures. Within this upper estimate, adjustments may be made in line items without amending this Redevelopment Plan. The estimated costs depicted in this redevelopment plan are estimated costs for potential redevelopment activities and are not actual commitments, budgetary authority, encumbrances or expenditures on the part of the City, or any of its constituent departments or agencies.

G. Sources of Funds to Pay Redevelopment Project Costs

Funds necessary to pay for Redevelopment Project Costs and secure municipal obligations issued for such costs are to be derived primarily from Incremental Property Taxes. Other sources of funds which may be used to pay for Redevelopment Project Costs or secure municipal obligations are land disposition proceeds, state and federal grants, investment income, private financing and other legally permissible funds the municipality may deem appropriate. Also, the City may permit the utilization of guarantees, deposits and other forms of security made available by private sector developers. Additionally, the City may utilize revenues, other than State sales tax increment revenues, received under the Act from one redevelopment project area for eligible costs in another redevelopment project area that is either contiguous to, or is separated only by a public right-of-way from, the redevelopment project area from which the revenues are received.

The Project Area may, in the future, be contiguous to, or be separated only by a public right of way from, other redevelopment project areas created under the Act. The City may utilize net incremental property taxes received from the Project Area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas, or those separated only by a public right of way, and vice versa. The amount of revenue from the Project Area made available to support such contiguous redevelopment project areas, or those separated only by a public right of way, when added to all amounts used to pay eligible Redevelopment Project Costs within the Project Area, shall not at any time exceed the total Redevelopment Project Costs described in this Redevelopment Plan.

H. Issuance of Obligations

The City may issue obligations secured by Incremental Property Taxes pursuant to Section 11-74.4-7 of the Act. To enhance the security of a municipal obligation the City may pledge its full faith and credit through the issuance of general obligation bonds. Additionally, the City may provide other legally permissible credit enhancements to any obligations issued pursuant to the Act.

All obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired within 23 years from the adoption of the ordinance approving the Project Area and the Redevelopment Plan, such ultimate retirement date occurring in the year 2020. Also, the final maturity date of any such obligations which are issued may not be later than 20 years from their respective dates of issue. One or more series of obligations may be sold at one or more times in order to implement this Redevelopment Plan. Obligations may be issued on a parity or subordinated basis.

In addition to paying Redevelopment Project Costs, Incremental Property Taxes may be used for the scheduled retirement of obligations, mandatory or optional redemptions, establishment of debt service reserves and bond sinking funds. To the extent that Incremental Property Taxes are not needed for these purposes, any excess Incremental Property Taxes shall then become

available for distribution annually to taxing districts having jurisdiction over the Project Area in the manner provided by the Act.

I. Valuation of the Project Area

1. Most Recent EAV of Properties in the Project Area

The most recent (1996) EAV of all taxable parcels within the Project Area is estimated to be \$42,999,317. This 1996 EAV is subject to verification by the County Clerk. After verification, the final figure shall be certified by the County Clerk. This certified amount shall become the Certified Initial EAV from which all Incremental Property Taxes in the Project Area will be calculated by the County. The 1996 EAV of the Project Area is summarized in Exhibit II: *1996 EAV by Tax Parcel: Project Area*.

2. Anticipated Equalized Assessed Valuation

By the tax year 2019 (collection year 2020) and following the construction of roadway and utility improvements, viaduct closures, installation of additional and upgraded lighting, improved signage and landscaping, etc. and substantial completion of potential Redevelopment Projects, the EAV of the Project Area is estimated to total between \$94,649,850 and \$110,864,326. Both estimates are based on several key assumptions, including: 1) redevelopment of the Project Area will occur in a timely manner; 2) no inflation in EAV during the buildout period; 3) between 2,986,877 and 3,413,574 square feet of industrial space will be constructed in the Project Area; and 4) the five year average state equalization factor of 2.1240 (tax years 1992 through 1996) is used in all years to calculate estimated EAV.

VI. LACK OF GROWTH AND DEVELOPMENT THROUGH INVESTMENT BY PRIVATE ENTERPRISE

As described in *Section III* of this Redevelopment Plan, the Project Area as a whole is adversely impacted by the presence of numerous blight factors that are reasonably distributed throughout the Project Area. These factors are widespread within the Project Area and represent major impediments to sound growth and development.

The decline and lack of private investment in the Project Area are evidenced by the following:

The Physical Condition of the Project Area

- Specifically, the age of structures, dilapidation, obsolescence, deterioration, the illegal use of individual structures, the presence of structures below minimum code standards, excessive vacancies, overcrowding of structures and community facilities, a lack of ventilation, light, or sanitary facilities, inadequate utilities, excessive land coverage, deleterious land-use or lay-out, depreciation of physical maintenance and a lack of community planning
- From January 1, 1992 through the first half of 1997, 288 building code violations have been cited within the Project Area by the City of Chicago Department of Buildings

Lack of New Construction by Private Enterprise

- Within the last five and one half years, only 27 building permits have been issued for new construction in the Project Area. These permits represent an estimated \$3,242,794 in building projects, \$2,000,000 of which is attributable to public investment, or exempt property. \$1.5 million of the \$2 million is a permit issued for a new church at 1252 South Wolcott Avenue.

Lack of Renovation by Private Enterprise

- There has been no large-scale, comprehensive rehabilitation of existing buildings within the Project Area in at least five years.
- Of the 623 buildings in the Project Area, 340 (55%) had no apparent building permit activity during the five and one half year period of 1992 through the first half of 1997.
- Of the remaining 283 buildings in the Project Area that did have permit activity, 132 had demolition permits. Of the 151 non-demolition related permits, 109 represent activity totaling \$20,000 or less. 581 of the buildings in the Project Area, or nearly 93% either had no permit activity, were demolished, or had improvements of \$20,000 or less.

Assessed Values that Fail to Keep Pace with the City as a Whole

- Between 1991 and 1996, the assessed valuation (the "AV") of the Project Area increased by only 6.19%, (from \$18,818,606 to \$19,983,881) while the AV of the City as a whole increased by 7.13% during the same period (from \$13,349,817,293 to \$14,301,855,055). The rate of increase within the Project Area is 13.18% less than that of the City as a whole.
- Between 1991 and 1996, the EAV of the Project Area increased by approximately 11.34% (from \$38,621,425 to \$42,999,317). Over this same period, the EAV of the City as a whole increased by 12.32% (from \$27,397,830,030 to \$30,773,301,521). The rate of increase within the Project Area is 7.95% less than that of the City as a whole.
- Three of the top five gaining tax parcels from 1991 to 1996 in terms of increased assessed value were part of the Ryerson Steel complex. Without this direct investment in the Project Area specifically on the part of Ryerson, the AV of the Project Area would have increased by only 1.61% from 1991 to 1996. This compares with an increase of 7.10% for the City as a whole.

Impediments to Future Development

Development of the Project Area cannot be reasonably anticipated without intervention from the City and adoption of this Redevelopment Plan due to the following impediments:

- Incentive to maintain or upgrade properties is reduced by the overall appearance of disinvestment and blight associated with the overall Project Area.
- Street conditions, within much of the Project Area, are poor and lacking curbs, gutters and street lights.
- Access to the intermodal yard is limited and disruptive to the residential area that remains, which is just one example of the problems that exist within the Project Area as a result of adjacent incompatible uses.
- Difficulty in assembling large vacant sites for new construction due to the diversity of ownership.
- Lack of adequate utilities, such as electric and water, for new industrial uses.
- Slowed truck access to much of the Project Area due to inadequate viaduct clearance.

Contained in the Act is the provision that TIF may only be used if the Project Area were not to be reasonably expected to be redeveloped "but for" the use of TIF. The preceding statements are meant as supporting evidence to meet this "but for" test.

VII. FINANCIAL IMPACT

Without the adoption of the Redevelopment Plan and TIF, the Project Area is not reasonably expected to be redeveloped by private enterprise. In the absence of City-sponsored redevelopment initiatives, there is a prospect that blight factors will continue to exist and spread, and the Project Area on the whole and adjacent properties will become less attractive for the maintenance and improvement of existing buildings and sites. In the absence of City-sponsored redevelopment initiatives, erosion of the assessed valuation of property in and outside of the Project Area could lead to a reduction of real estate tax revenue to all taxing districts.

Section V of this Redevelopment Plan describes the comprehensive, area-wide Redevelopment Project proposed to be undertaken by the City to create an environment in which private investment can occur. The Redevelopment Project will be staged over a period of years consistent with local market conditions and available financial resources required to complete the various redevelopment improvements and activities as well as Redevelopment Projects set forth in this Redevelopment Plan. Successful implementation of this Redevelopment Plan is expected to result in new private investment in rehabilitation of buildings and new construction on a scale sufficient to eliminate problem conditions and to return the area to a long-term sound condition.

The Redevelopment Project is expected to have significant positive financial impacts on the taxing districts affected by this Redevelopment Plan. After the completion of all redevelopment improvements and activities, Redevelopment Projects and the payment of all Redevelopment Project Costs and municipal obligations, the taxing districts will benefit from the enhanced tax base which results from the increase in EAV caused by the Redevelopment Projects.

VIII. DEMAND ON TAXING DISTRICT SERVICES

The following major taxing districts presently levy taxes against properties located within the Project Area:

Cook County. The County has principal responsibility for the protection of persons and property, the provision of public health services and the maintenance of County highways.

Cook County Forest Preserve District. The Forest Preserve District is responsible for acquisition, restoration and management of lands for the purpose of protecting and preserving open space in the City and County for the education, pleasure and recreation of the public.

Metropolitan Water Reclamation District of Greater Chicago. This district provides the main trunk lines for the collection of waste water from cities, villages and towns, and for the treatment and disposal thereof.

Chicago Community College District 508. This district is a unit of the State of Illinois' system of public community colleges, whose objective is to meet the educational needs of residents of the City and other students seeking higher education programs and services.

Board of Education of the City of Chicago. General responsibilities of the Board of Education include the provision, maintenance and operations of educational facilities and the provision of educational services for kindergarten through twelfth grade.

Chicago Park District. The Park District is responsible for the provision, maintenance and operation of park and recreational facilities throughout the City and for the provision of recreation programs.

Chicago School Finance Authority. The Authority was created in 1980 to exercise oversight and control over the financial affairs of the Board of Education.

City of Chicago. The City is responsible for the provision of a wide range of municipal services, including: police and fire protection; capital improvements and maintenance; water supply and distribution; sanitation service; building, housing and zoning codes, etc.

In addition to the major taxing districts summarized above, the City of Chicago Library Fund has taxing jurisdiction over part or all of the Project Area. The City of Chicago Library Fund, was formerly a separate taxing district from the City. While it no longer extends taxing levies it continues to exist for the purpose of receiving delinquent taxes.

A. *Impact of the Redevelopment Project*

The replacement of vacant and underutilized properties with industrial development may cause increased demand for services and/or capital improvements to be provided by the Metropolitan Water Reclamation District and the City. The nature of the estimated increased demands on these taxing districts are described below:

Metropolitan Water Reclamation District of Greater Chicago. The replacement of vacant and underutilized properties with industrial development may cause increased demand for the services and/or capital improvements provided by the Metropolitan Water Reclamation District.

City of Chicago. The replacement of vacant and underutilized properties with industrial and business development may increase the demand for services and programs provided by the City, including police protection, fire protection, sanitary collection, recycling, etc.

B. *Program to Address Increased Demand for Services or Capital Improvements*

districts.

As it is expected that any increase in demand for treatment of sanitary and storm sewage associated with the Project Area can be adequately handled by existing treatment facilities maintained and operated by the Metropolitan Water Reclamation District, no assistance is proposed for the Metropolitan Water Reclamation District.

This proposed program to address increased demand for services or capital improvements provided by some or all of the impacted taxing districts is contingent upon: (i) the Redevelopment Project occurring as anticipated in this Redevelopment Plan, (ii) the Redevelopment Project resulting in demand for services sufficient to warrant the allocation of Redevelopment Project Costs; and (iii) the generation of sufficient Incremental Property Taxes to pay for the Redevelopment Project Costs listed above. In the event that the Redevelopment Project fails to materialize, or involves a different scale of development than that currently anticipated, the City may revise this proposed program to address increased demand, to the extent permitted by the Act, without amending this Redevelopment Plan.

Exhibit I to this Redevelopment Plan illustrates the preliminary allocation of Redevelopment Project Costs.

**IX. CONFORMITY OF THE REDEVELOPMENT PLAN FOR
THE PROJECT AREA TO LAND USES APPROVED BY
THE PLANNING COMMISSION OF THE CITY**

This Redevelopment Plan and the Redevelopment Project described herein include the generalized land uses set forth in Figure 2, as approved by the Chicago Plan Commission prior to the adoption of the Redevelopment Plan.

X. PHASING AND SCHEDULING

A phased implementation strategy will be utilized to achieve comprehensive and coordinated redevelopment of the Project Area.

It is anticipated that City expenditures for Redevelopment Project Costs will be carefully staged on a reasonable and proportional basis to coincide with Redevelopment Project expenditures by private developers and the receipt of Incremental Property Taxes by the City.

XI. PROVISIONS FOR AMENDING THIS REDEVELOPMENT PLAN

This Redevelopment Plan may be amended pursuant to the Act.

XII. COMMITMENT TO FAIR EMPLOYMENT PRACTICES AND AFFIRMATIVE ACTION PLAN

The City is committed to and will affirmatively implement the following principles with respect to this Redevelopment Plan:

- A) The assurance of equal opportunity in all personnel and employment actions, including, but not limited to: hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, age, handicapped status, national origin, creed or ancestry.
- B) Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises and the City Resident Construction Worker Employment Requirement as required in redevelopment agreements.
- C) This commitment to affirmative action will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.

In order to implement these principles, the City shall require and promote equal employment practices and affirmative action on the part of itself and its contractors and vendors. In particular, parties engaged by the City shall be required to agree to the principles set forth in this section.

EXHIBIT I: ESTIMATED REDEVELOPMENT PROJECT COSTS

ELIGIBLE EXPENSE

	<u>Estimated Cost</u>
Analysis, Administration, Studies, Surveys, Legal, etc.	\$ 1,000,000
Property Assembly	
-Acquisition	7,043,458
-Site Prep, Demolition and Environmental Remediation	18,403,898
Rehabilitation of Existing Buildings	10,000,000
Public Works & Improvements¹	
-Streets and Utilities	17,673,161
-Parks and Open Space	1,075,000
-Public Facilities	1,000,000
Relocation Costs	16,356,000
Job Training	7,300,000
<u>Developer/Interest Subsidy</u>	<u>1,000,000</u>
TOTAL^{2,3}	\$ 80,851,517

[1.] This category may also include reimbursing capital costs of taxing districts impacted by the redevelopment of the Project Area. As permitted by the Act, the City may pay, or reimburse all, or a portion of the Board of Education's and the Park District's capital costs resulting from the Redevelopment project, pursuant to a written agreement by the City accepting and approving such costs.

[2.] Total Redevelopment Costs exclude any additional financing costs, including any interest expense, capitalized interest and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Project Costs.

[3.] The amount of the Total Redevelopment Costs that can be incurred in the Project Area will be reduced by the amount of redevelopment project costs incurred in contiguous redevelopment project areas, or those separated from the Project Area only by a public right of way, that are permitted under the Act to be paid, and are paid, from incremental property taxes generated in the Project Area, but will not be reduced by the amount of redevelopment project costs incurred in the Project

EXHIBIT II
1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1	16-13-132-034-000	28,779	
2	16-13-132-035-000	17,250	
3	16-13-132-036-000	11,979	
4	16-13-132-037-000	6,604	
5	16-13-132-038-000	19,750	
6	16-13-132-039-000	59,875	
7	16-13-132-040-000	108,749	
8	16-13-132-045-000	61,732	
9	16-13-231-003-000	155,777	
10	16-13-232-001-000	807	
11	16-13-232-002-000	1,614	
12	16-13-232-003-000	807	
13	16-13-232-004-000	585	
14	16-13-232-005-000	4,052	
15	16-13-232-006-000	2,868	
16	16-13-232-007-000	807	
17	16-13-232-008-000	2,911	
18	16-13-232-009-000	768	
19	16-13-232-010-000	775	
20	16-13-232-011-000	1,672	
21	16-13-232-012-000	-	EX
22	16-13-232-013-000	772	
23	16-13-232-014-000	772	
24	16-13-232-015-000	3,759	
25	16-13-232-016-000	1,775	
26	16-13-232-017-000	1,775	
27	16-13-232-018-000	-	EX
28	16-13-232-019-000	-	EX
29	16-13-232-020-000	4,252	
30	16-13-232-021-000	807	
31	16-13-232-024-000	4,026	
32	16-13-232-025-000	2,285	
33	16-13-232-026-000	-	EX
34	16-13-233-001-000	841	
35	16-13-233-002-000	3,342	
36	16-13-233-003-000	3,499	
37	16-13-233-004-000	2,758	
38	16-13-233-005-000	768	
39	16-13-233-006-000	-	EX
40	16-13-233-007-000	772	
41	16-13-233-008-000	2,481	
42	16-13-233-009-000	841	
43	16-13-233-010-000	2,780	
44	16-13-233-011-000	841	
45	16-13-233-012-000	841	
46	16-13-233-013-000	671	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
47	16-13-233-014-000	3,856	
48	16-13-233-015-000	807	
49	16-13-233-016-000	807	
50	16-13-233-017-000	-	
51	16-13-233-018-000	-	EX
52	16-13-233-019-000	807	EX
53	16-13-233-020-000	807	
54	16-13-233-021-000	4,559	
55	16-13-233-022-000	-	
56	16-13-233-023-000	-	EX
57	16-13-233-024-000	942	EX
58	16-13-233-025-000	4,816	
59	16-13-233-026-000	3,152	
60	16-13-234-001-000	697	
61	16-13-234-002-000	6,901	
62	16-13-234-003-000	772	
63	16-13-234-004-000	772	
64	16-13-234-005-000	-	
65	16-13-234-006-000	772	EX
66	16-13-234-007-000	772	
67	16-13-234-008-000	2,959	
68	16-13-234-009-000	536	
69	16-13-234-010-000	536	
70	16-13-234-011-000	-	
71	16-13-234-012-000	536	EX
72	16-13-234-013-000	18,612	
73	16-13-234-014-000	734	
74	16-13-234-015-000	10,363	
75	16-13-234-016-000	2,317	
76	16-13-234-017-000	-	
77	16-13-234-018-000	1,097	EX
78	16-13-234-019-000	751	
79	16-13-234-020-000	8,465	
80	16-13-234-021-000	4,551	
81	16-13-234-022-000	3,981	
82	16-13-234-023-000	744	
83	16-13-234-024-000	749	
84	16-13-234-025-000	-	
85	16-13-234-026-000	-	EX
86	16-13-234-027-000	-	EX
87	16-13-234-028-000	-	EX
88	16-13-234-029-000	-	EX
89	16-13-234-030-000	1,016	
90	16-13-234-031-000	1,016	
91	16-13-234-032-000	1,016	
92	16-13-234-033-000	975	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
93	16-13-234-034-000	650	
94	16-13-234-035-000	-	EX
95	16-13-234-036-000	-	EX
96	16-13-234-037-000	-	EX
97	16-13-234-038-000	-	EX
98	16-13-234-040-000	3,402	
99	16-13-234-041-000	7,951	
100	16-13-234-042-000	3,402	
101	16-13-234-043-000	20,351	
102	16-13-234-044-000	12,306	
103	16-13-234-045-000	2,836	
104	16-13-234-046-000	2,836	
105	16-13-234-047-000	3,589	
106	16-13-234-048-000	17,818	
107	16-13-234-049-000	17,816	
108	16-13-234-050-000	17,816	
109	16-13-234-051-000	17,814	
110	16-13-234-052-000	17,816	
111	16-13-234-053-000	17,816	
112	16-13-234-054-000	17,818	
113	16-13-234-055-000	16,680	
114	16-13-235-006-000	4,142	
115	16-13-235-007-000	26,317	
116	16-13-235-008-000	31,387	
117	16-13-235-009-000	-	EX
118	16-13-235-010-000	19,178	
119	16-13-235-011-000	44,090	
120	16-13-235-012-000	3,753	
121	16-13-235-013-000	1,013	
122	16-13-235-014-000	5,300	
123	16-13-235-015-000	7,006	
124	16-13-235-017-000	1,115	
125	16-13-235-018-000	1,115	
126	16-13-235-019-000	1,115	
127	16-13-235-020-000	5,902	
128	16-13-235-021-000	7,322	
129	16-13-235-022-000	7,322	
130	16-13-235-023-000	2,236	
131	16-13-235-024-000	-	EX
132	16-13-235-025-000	850	
133	16-13-235-026-000	9,429	
134	16-13-235-027-000	-	EX
135	16-13-235-028-000	2,313	
136	16-13-235-029-000	24,572	
137	16-13-235-030-000	13,562	
138	16-13-235-031-000	13,562	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
139	16-13-235-032-000	16,755	
140	16-13-235-033-000	18,059	
141	16-13-235-034-000	6,378	
142	16-13-235-035-000	6,378	
143	16-13-235-036-000	3,094	
144	16-13-235-037-000	39,544	
145	16-13-235-038-000	39,548	
146	16-13-235-039-000	-	EX
147	16-13-235-040-000	-	EX
148	16-13-235-041-000	-	EX
149	16-13-235-042-000	1,013	
150	16-13-235-043-000	1,013	
151	16-13-235-045-000	23,576	
152	16-13-236-001-000	-	
153	16-13-400-001-000	51,258	
154	16-13-400-005-000	11,314	
155	16-13-400-010-000	908	
156	16-13-400-011-000	908	
157	16-13-400-012-000	288	
158	16-13-400-013-000	-	EX
159	16-13-400-014-000	6,703	
160	16-13-400-015-000	6,724	
161	16-13-400-016-000	6,311	
162	16-13-400-017-000	7,651	
163	16-13-400-018-000	807	
164	16-13-400-019-000	889	
165	16-13-400-020-000	5,095	
166	16-13-400-021-000	71	
167	16-13-400-022-000	-	EX
168	16-13-400-023-000	30,722	
169	16-13-400-024-000	1,749	
170	16-13-400-025-000	4,536	
171	16-13-400-026-000	4,579	
172	16-13-400-027-000	1,566	
173	16-13-400-028-000	-	EX
174	16-13-400-029-000	7,968	
175	16-13-400-030-000	7,942	
176	16-13-400-031-000	277,318	
177	16-13-401-001-000	87,725	
178	16-13-401-002-000	4,876	
179	16-13-401-003-000	1,136	
180	16-13-401-004-000	14,967	
181	16-13-401-005-000	33,009	
182	16-13-401-006-000	32,981	
183	16-13-401-007-000	1,183	
184	16-13-401-008-000	19,738	

EXHIBIT II

1996 Estimated EAV

By Tax Parcel

Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
185	16-13-401-009-000	19,738	
186	16-13-401-010-000	18,608	
187	16-13-401-013-000	1,121	
188	16-13-401-014-000	1,136	
189	16-13-401-015-000	4,473	
190	16-13-401-016-000	1,136	
191	16-13-401-017-000	3,886	
192	16-13-401-018-000	5,291	
193	16-13-401-019-000	1,136	
194	16-13-401-020-000	1,136	
195	16-13-401-021-000	1,136	
196	16-13-401-022-000	1,183	
197	16-13-401-023-000	3,819	
198	16-13-401-024-000	4,099	
199	16-13-401-025-000	1,183	
200	16-13-401-026-000	1,183	
201	16-13-401-027-000	18,287	
202	16-13-401-032-000	9,689	
203	16-13-402-001-000	120,394	
204	16-13-402-003-000	947	
205	16-13-402-004-000	947	
206	16-13-402-005-000	633	
207	16-13-402-006-000	624	
208	16-13-402-007-000	633	
209	16-13-402-008-000	7,453	
210	16-13-402-009-000	5,562	
211	16-13-402-010-000	5,691	
212	16-13-402-011-000	4,527	
213	16-13-402-012-000	5,541	
214	16-13-402-013-000	5,504	
215	16-13-402-014-000	6,337	
216	16-13-402-015-000	947	
217	16-13-402-016-000	-	EX
218	16-13-402-042-000	-	EX
219	16-13-403-001-000	4,006	
220	16-13-403-002-000	24,362	
221	16-13-403-003-000	37,691	
222	16-13-403-004-000	6,326	
223	16-13-403-005-000	6,799	
224	16-13-403-006-000	6,240	
225	16-13-403-007-000	6,326	
226	16-13-403-008-000	947	
227	16-13-403-009-000	947	
228	16-13-403-010-000	6,326	
229	16-13-403-011-000	947	
230	16-13-403-012-000	947	

EXHIBIT II

1996 Estimated EAV

By Tax Parcel

Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
231	16-13-403-013-000	947	
232	16-13-403-014-000	947	
233	16-13-403-015-000	942	
234	16-13-403-041-000	18,053	
235	16-13-403-042-000	5,046	
236	16-13-403-045-000	15,735	
237	16-13-403-046-000	7,688	
238	16-13-404-001-000	-	EX
239	16-13-404-002-000	3,449	
240	16-13-404-003-000	3,449	
241	16-13-404-004-000	3,449	
242	16-13-404-005-000	3,449	
243	16-13-404-006-000	-	
244	16-13-404-007-000	-	EX
245	16-13-404-008-000	6,606	EX
246	16-13-404-009-000	6,954	
247	16-13-404-010-000	1,424	
248	16-13-404-011-000	6,345	
249	16-13-404-012-000	7,212	
250	16-13-404-013-000	6,122	
251	16-13-404-014-000	6,122	
252	16-13-404-015-000	3,230	
253	16-13-404-016-000	1,771	
254	16-13-404-017-000	807	
255	16-13-404-018-000	32,276	
256	16-13-404-019-000	5,093	
257	16-13-404-020-000	6,378	
258	16-13-404-021-000	-	EX
259	16-13-404-022-000	3,311	
260	16-13-404-023-000	-	EX
261	16-13-404-024-000	983	
262	16-13-404-025-000	983	
263	16-13-404-026-000	-	EX
264	16-13-404-027-000	-	EX
265	16-13-404-028-000	-	EX
266	16-13-404-029-000	-	EX
267	16-13-404-030-000	288	
268	16-13-404-031-000	947	
269	16-13-404-032-000	6,257	
270	16-13-404-033-000	6,257	
271	16-13-404-034-000	-	EX
272	16-13-404-035-000	-	EX
273	16-13-404-036-000	5,894	
274	16-13-404-037-000	5,904	
275	16-13-404-038-000	893	
276	16-13-404-039-000	6,694	

TABLE II

1996 Estimated EAV By Tax Parcel Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
277	16-13-404-040-000	6,608	
278	16-13-404-041-000	6,694	
279	16-13-404-042-000	1,041	
280	16-13-404-043-000	1,091	
281	16-13-405-001-000	3,380	
282	16-13-405-002-000	1,136	
283	16-13-405-003-000	-	EX
284	16-13-405-004-000	4,465	
285	16-13-405-005-000	4,878	
286	16-13-405-006-000	4,863	
287	16-13-405-007-000	1,136	
288	16-13-405-008-000	1,136	
289	16-13-405-009-000	1,136	
290	16-13-405-010-000	81,341	
291	16-13-405-011-000	5,670	
292	16-13-405-012-000	5,160	
293	16-13-405-013-000	1,106	
294	16-13-405-014-000	3,802	
295	16-13-405-015-000	-	EX
296	16-13-405-016-000	4,635	
297	16-13-405-017-000	4,635	
298	16-13-405-018-000	6,444	
299	16-13-405-019-000	3,398	
300	16-13-405-020-000	1,420	
301	16-13-405-021-000	1,136	
302	16-13-405-022-000	788	
303	16-13-405-023-000	-	EX
304	16-13-405-024-000	788	
305	16-13-405-025-000	10,651	
306	16-13-406-056-000	120,926	
307	16-13-406-057-000	108,499	
308	16-13-406-058-000	-	EX
309	16-13-406-059-000	-	EX
310	16-13-408-001-000	15,096	
311	16-13-408-002-000	2,554	
312	16-13-408-003-000	4,073	
313	16-13-408-004-000	25,041	
314	16-13-408-005-000	44,295	
315	16-13-408-006-000	14,545	
316	16-13-408-007-000	18,604	
317	16-13-408-008-000	17,016	
318	16-13-408-009-000	-	EX
319	16-13-408-010-000	-	EX
320	16-13-408-011-000	4,183	
321	16-13-408-012-000	4,908	
322	16-13-408-013-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
323	16-13-408-014-000	6,231	
324	16-13-408-015-000	947	
325	16-13-408-016-000	7,316	
326	16-13-408-017-000	947	
327	16-13-408-018-000	947	
328	16-13-408-019-000	947	
329	16-13-408-020-000	6,576	
330	16-13-408-021-000	6,709	
331	16-13-408-022-000	6,576	
332	16-13-408-023-000	6,999	
333	16-13-408-024-000	6,576	
334	16-13-408-025-000	6,864	
335	16-13-408-026-000	5,986	
336	16-13-408-027-000	1,902	
337	16-13-408-028-000	947	
338	16-13-408-029-000	7,092	
339	16-13-408-030-000	947	
340	16-13-408-031-000	947	
341	16-13-408-034-000	6,537	
342	16-13-408-035-000	4,910	
343	16-13-408-036-000	5,810	
344	16-13-408-037-000	-	
345	16-13-408-038-000	7,015	EX
346	16-13-408-039-000	951	
347	16-13-408-040-000	6,965	
348	16-13-408-041-000	4,910	
349	16-13-408-042-000	112	
350	16-13-408-043-000	80,065	
351	16-13-408-044-000	-	EX
352	16-13-409-001-000	30,317	
353	16-13-409-002-000	-	EX
354	16-13-410-001-000	702,123	
355	16-13-410-040-000	-	EX
356	16-13-410-041-000	-	EX
357	16-13-412-001-000	33,582	EX
358	16-13-412-002-000	2,373	
359	16-13-412-003-000	2,498	
360	16-13-412-004-000	998	
361	16-13-412-005-000	2,498	
362	16-13-412-006-000	21,717	
363	16-13-412-007-000	10,492	
364	16-13-412-008-000	2,500	
365	16-13-412-009-000	4,998	
366	16-13-412-010-000	-	
367	16-13-412-011-000	1,003	EX
368	16-13-412-012-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
369	16-13-412-013-000	-	EX
370	16-13-412-014-000	6,840	
371	16-13-412-015-000	1,048	
372	16-13-412-016-000	947	
373	16-13-412-017-000	5,818	
374	16-13-412-018-000	5,381	
375	16-13-412-019-000	6,434	
376	16-13-412-020-000	947	
377	16-13-412-021-000	947	
378	16-13-412-022-000	6,122	
379	16-13-412-023-000	947	
380	16-13-412-024-000	1,183	
381	16-13-412-025-000	947	
382	16-13-412-026-000	5,745	
383	16-13-412-027-000	-	EX
384	16-13-412-028-000	-	EX
385	16-13-412-030-000	-	EX
386	16-13-412-031-000	-	EX
387	16-13-412-032-000	1,048	
388	16-13-412-033-000	-	EX
389	16-13-412-034-000	947	
390	16-13-412-035-000	947	
391	16-13-412-036-000	-	EX
392	16-13-412-037-000	-	EX
393	16-13-412-038-000	-	EX
394	16-13-412-039-000	947	
395	16-13-412-040-000	-	EX
396	16-13-412-041-000	-	EX
397	16-13-412-042-000	-	EX
398	16-13-412-043-000	7,342	
399	16-13-412-044-000	-	EX
400	16-13-412-045-000	1,022	
401	16-13-412-046-000	1,022	
402	16-13-413-001-000	11,314	
403	16-13-413-002-000	2,261	
404	16-13-413-003-000	1,130	
405	16-13-413-004-000	1,177	
406	16-13-413-005-000	1,177	
407	16-13-413-006-000	1,177	
408	16-13-413-007-000	1,177	
409	16-13-413-008-000	1,177	
410	16-13-413-009-000	1,177	
411	16-13-413-014-000	-	EX
412	16-13-413-017-000	1,155	
413	16-13-413-018-000	1,061	
414	16-13-413-019-000	36,342	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
415	16-13-413-020-000	111,148	
416	16-13-413-021-000	379	
417	16-13-414-023-000	82,315	
418	16-13-414-024-000	386,204	
419	16-13-414-025-000	436,190	
420	16-13-416-005-000	11,834	
421	16-13-416-006-000	4,919	
422	16-13-416-007-000	4,144	
423	16-13-416-008-000	1,093	
424	16-13-416-009-000	4,060	
425	16-13-416-010-000	-	EX
426	16-13-416-017-000	-	EX
427	16-13-416-018-000	-	EX
428	16-13-416-019-000	5,965	
429	16-13-416-020-000	116,669	
430	16-13-417-008-000	1,175	
431	16-13-417-009-000	1,175	
432	16-13-417-010-000	1,175	
433	16-13-417-011-000	1,175	
434	16-13-417-026-000	-	EX
435	16-13-417-027-000	-	EX
436	16-13-417-030-000	-	EX
437	16-13-418-002-000	12,314	
438	16-13-418-003-000	2,838	
439	16-13-418-004-000	19,195	
440	16-13-418-005-000	22,860	
441	16-13-418-006-000	66,584	
442	16-13-418-007-000	60,207	
443	16-13-418-008-000	46,558	
444	16-13-418-009-000	35,208	
445	16-13-418-011-000	166,632	
446	16-13-418-012-000	40,383	
447	16-13-418-014-000	10,388	
448	16-13-418-017-000	102,972	
449	16-13-418-018-000	27,520	
450	16-13-419-001-000	179,940	
451	16-13-419-002-000	29,020	
452	16-13-419-003-000	239,392	
453	16-13-419-004-000	793,691	
454	16-13-421-001-000	3,540	
455	16-13-421-002-000	-	EX
456	16-13-421-003-000	-	EX
457	16-13-421-004-000	-	EX
458	16-13-421-005-000	-	EX
459	16-13-421-006-000	-	EX
460	16-13-421-007-000	-	EX

EXHIBIT II

1996 Estimated EAV By Tax Parcel Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
461	16-13-421-008-000	-	EX
462	16-13-421-009-000	912	
463	16-13-421-010-000	40,676	
464	16-13-421-011-000	912	
465	16-13-421-012-000	912	
466	16-13-421-013-000	1,827	
467	16-13-421-014-000	7,189	
468	16-13-421-015-000	14,718	
469	16-13-421-017-000	138,559	
470	16-13-421-018-000	136,816	
471	16-13-421-019-000	6,066	
472	16-13-421-020-000	21,745	
473	16-13-421-021-000	21,840	
474	16-13-421-022-000	31,703	
475	16-13-421-023-000	12,775	
476	16-13-421-024-000	12,887	
477	16-13-421-025-000	27,159	
478	16-13-421-026-000	38,096	
479	16-13-421-027-000	23,707	
480	16-13-421-028-000	42,709	
481	16-13-421-029-000	5,483	
482	16-13-421-030-000	5,483	
483	16-13-421-031-000	5,519	
484	16-13-421-032-000	23,604	
485	16-13-421-033-000	84,710	
486	16-13-421-034-000	23,477	
487	16-13-421-036-000	8,897	
488	16-13-421-037-000	7,632	
489	16-13-421-038-000	7,632	
490	16-13-421-039-000	9,609	
491	16-13-421-040-000	10,068	
492	16-13-421-041-000	1,930	
493	16-13-421-042-000	-	
494	16-13-421-043-000	-	EX
495	16-13-421-044-000	1,756	EX
496	16-13-421-045-000	1,685	
497	16-13-421-046-000	3,512	
498	16-13-421-047-000	1,756	
499	16-13-421-048-000	3,441	
500	16-13-421-049-000	5,513	
501	16-13-421-050-000	15,819	
502	16-13-421-051-000	445	
503	16-13-421-052-000	4,523	
504	16-13-422-001-000	37,067	
505	16-13-422-002-000	6,253	
506	16-13-422-003-000	1,222	

EXHIBIT II
1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
507	16-13-422-005-000	20,891	
508	16-13-422-006-000	4,443	
509	16-13-422-007-000	3,488	
510	16-13-422-008-000	3,929	
511	16-13-422-009-000	75,914	
512	16-13-422-010-000	174,578	
513	16-13-422-011-000	7,839	
514	16-13-422-012-000	7,318	
515	16-13-422-013-000	3,666	
516	16-13-422-014-000	8,349	
517	16-13-423-001-000	36,364	
518	16-13-423-002-000	116,379	
519	16-13-423-003-000	40,876	
520	16-13-423-004-000	34,328	
521	16-13-423-006-000	16,213	
522	16-13-423-007-000	30,188	
523	16-13-423-008-000	64,226	
524	16-13-423-009-000	14,679	
525	16-13-423-010-000	23,191	
526	16-13-423-011-000	218,350	
527	16-13-423-012-000	5,594	
528	16-13-423-013-000	47,955	
529	16-13-425-001-000	654,545	
530	16-13-425-002-000	10,403	
531	16-13-425-003-000	4,579	
532	16-13-425-004-000	1,909	
533	16-13-425-005-000	1,909	
534	16-13-425-006-000	2,576	
535	16-13-425-007-000	4,951	
536	16-13-425-008-000	7,428	
537	16-13-425-009-000	5,183	
538	16-13-425-010-000	2,601	
539	16-13-425-011-000	2,593	
540	16-13-425-012-000	2,593	
541	16-13-425-013-000	107,157	
542	16-13-501-006-000	-	
543	16-13-501-007-000	-	
544	16-13-501-008-000	-	
545	16-13-501-009-000	-	
546	16-13-501-010-000	-	
547	16-13-501-011-000	-	
548	16-13-501-012-000	-	
549	16-13-501-013-000	-	
550	16-13-501-014-000	-	
551	16-13-502-002-000	-	RR
552	16-13-503-001-000	-	RR

EXHIBIT II

1996 Estimated EAV

By Tax Parcel

Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
553	16-13-503-002-000	-	RR
554	16-13-503-003-000	-	RR
555	16-13-503-004-000	-	RR
556	16-13-503-005-000	-	RR
557	16-13-503-006-000	-	RR
558	16-13-503-007-000	-	RR
559	16-13-503-008-000	-	RR
560	16-13-503-009-000	-	RR
561	16-24-203-001-000	20,800	
562	16-24-204-002-000	249,167	
563	16-24-204-003-000	111,374	
564	16-24-204-004-000	59,905	
565	16-24-204-005-000	29,399	
566	16-24-204-006-000	28,471	
567	16-24-204-007-000	28,471	
568	16-24-204-008-000	32,788	
569	16-24-204-009-000	288,194	
570	16-24-204-010-000	70,414	
571	16-24-204-012-000	13,502	
572	16-24-204-013-000	112,267	
573	16-24-205-001-000	116,702	
574	16-24-205-005-000	592	
575	16-24-205-007-000	592	
576	16-24-205-016-000	-	RR
577	16-24-205-017-000	-	RR
578	16-24-205-018-000	4,028	
579	16-24-205-019-000	4,028	
580	16-24-205-024-000	44,183	
581	16-24-205-027-000	1,538	
582	16-24-205-028-000	1,538	
583	16-24-205-029-000	43,163	
584	16-24-205-030-000	8,288	
585	16-24-205-031-000	10,483	
586	16-24-205-032-000	15,942	
587	16-24-205-033-000	67,079	
588	16-24-205-034-000	1,278	
589	16-24-205-035-000	1,278	
590	16-24-205-036-000	3,053	
591	16-24-205-037-000	1,080	
592	16-24-205-038-000	6,360	
593	16-24-205-042-000	4,476	
594	16-24-205-043-000	6,954	
595	16-24-205-044-000	4,342	
596	16-24-205-045-000	-	RR
597	16-24-205-046-000	4,949	
598	16-24-205-047-000	5,140	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
599	16-24-205-048-000	4,856	
600	16-24-205-049-000	3,809	
601	16-24-205-050-000	4,813	
602	16-24-205-051-000	3,869	
603	16-24-205-052-000	3,869	
604	16-24-205-053-000	2,907	
605	16-24-205-054-000	2,907	
606	16-24-205-055-000	45,308	
607	16-24-205-056-000	45,304	
608	16-24-205-057-000	45,179	
609	16-24-205-058-000	44,943	
610	16-24-205-059-000	38,227	
611	16-24-205-060-000	20,865	
612	16-24-205-061-000	47,882	
613	16-24-205-062-000	14,201	
614	16-24-205-063-000	27,542	
615	16-24-205-064-000	27,630	
616	16-24-205-065-000	69,470	
617	16-24-205-066-000	445,703	
618	16-24-205-067-000	-	RR
619	16-24-205-069-000	9,362	
620	16-24-205-072-000	324,130	
621	16-24-205-073-000	45,965	
622	16-24-205-075-000	404,784	
623	16-24-209-001-000	14,059	
624	16-24-209-050-000	25,121	
625	16-24-209-055-000	-	RR
626	16-24-210-001-000	-	RR
627	16-24-210-004-000	12,351	
628	16-24-210-006-000	7,116	
629	16-24-210-007-000	-	RR
630	16-24-210-008-000	130,561	
631	16-24-210-009-000	-	RR
632	16-24-210-010-000	-	RR
633	16-24-218-001-000	-	RR
634	16-24-218-002-000	-	RR
635	16-24-218-003-000	-	RR
636	16-24-218-004-000	-	RR
637	16-24-218-005-000	-	RR
638	16-24-218-008-000	-	RR
639	16-24-218-009-000	25,840	
640	16-24-218-010-000	-	RR
641	16-24-218-011-000	61,487	
642	16-24-219-001-000	1,202,473	
643	16-24-219-002-000	926,494	
644	16-24-219-006-000	-	RR

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
645	16-24-219-007-000	-	RR
646	16-24-219-009-000	1,853	
647	16-24-219-010-000	-	RR
648	16-24-219-011-000	9,543	
649	16-24-219-012-000	-	RR
650	16-24-219-013-000	-	RR
651	16-24-220-007-000	256	
652	16-24-220-008-000	16,850	
653	16-24-220-009-000	14,812	
654	16-24-220-010-000	33,973	
655	16-24-220-011-000	39,828	
656	16-24-220-012-000	29,693	
657	16-24-220-014-000	78,023	
658	16-24-220-015-000	648	
659	16-24-220-016-000	188,971	
660	16-24-220-017-000	31,415	
661	16-24-220-018-000	46,470	
662	16-24-220-019-000	14,877	
663	16-24-220-020-000	7,464	
664	16-24-220-021-000	12,220	
665	16-24-220-024-000	4,445	
666	16-24-220-025-000	246,454	
667	16-24-220-026-000	164	
668	16-24-220-027-000	2,330	
669	16-24-220-028-000	-	RR
670	16-24-220-029-000	2,982	
671	16-24-220-030-000	96,336	
672	16-24-220-031-000	63,680	
673	16-24-220-032-000	20,850	
674	16-24-222-011-000	9,403	
675	16-24-222-012-000	3,030	
676	16-24-222-013-000	3,030	
677	16-24-222-014-000	3,030	
678	16-24-222-031-000	3,785	
679	16-24-222-037-000	21,431	
680	16-24-222-038-000	22,956	
681	16-24-223-001-000	2,222,474	
682	16-24-223-002-000	2,367	
683	16-24-223-004-000	56,753	
684	16-24-223-006-000	4,049	
685	16-24-223-007-000	-	RR
686	16-24-224-001-000	1,275,554	
687	16-24-226-028-000	5,467	
688	16-24-226-040-000	344,309	
689	16-24-226-042-000	8,818	
690	16-24-226-044-000	1,035,366	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
691	16-24-226-045-000	36,809	
692	16-24-226-046-000	15,858	
693	16-24-226-047-000	14,025	
694	16-24-226-048-000	13,799	
695	16-24-226-049-000	53,541	
696	16-24-227-002-000	37,713	
697	16-24-227-003-000	248,934	
698	16-24-227-004-000	106,679	
699	16-24-227-005-000	111,230	
700	16-24-227-006-000	4,740	
701	16-24-227-007-000	9,549	
702	16-24-227-008-000	4,564	
703	16-24-227-009-000	15,152	
704	16-24-227-010-000	4,684	
705	16-24-227-011-000	4,684	
706	16-24-227-012-000	4,628	
707	16-24-227-013-000	1,853	
708	16-24-227-014-000	-	
709	16-24-227-015-000	145,182	RR
710	16-24-402-001-000	3,677	
711	16-24-402-002-000	2,261	
712	16-24-402-003-000	794	
713	16-24-402-004-000	2,023	
714	16-24-402-005-000	2,023	
715	16-24-402-006-000	794	
716	16-24-402-007-000	794	
717	16-24-402-008-000	794	
718	16-24-402-009-000	794	
719	16-24-402-010-000	3,860	
720	16-24-402-025-000	65,063	
721	16-24-402-047-000	61,222	
722	16-24-402-048-000	96,241	
723	16-24-403-055-000	1,782,823	
724	16-24-404-003-000	884,430	
725	16-24-405-001-000	339,678	
726	16-24-406-001-000	276,556	
727	16-24-406-002-000	110,733	
728	16-24-406-003-000	-	RR
729	16-24-406-004-000	-	EX
730	16-24-407-045-000	-	EX
731	16-24-408-039-000	-	EX
732	16-24-408-040-000	-	EX
733	16-24-408-041-000	-	EX
734	16-24-409-038-000	219,480	
735	16-24-409-039-000	220,394	
736	16-24-409-040-000	1,430,102	

EXHIBIT II
1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
737	16-24-410-001-000	193,982	
738	16-24-410-003-000	11,357	
739	16-24-410-005-000	-	RR
740	16-24-410-006-000	180,945	
741	16-24-410-007-000	-	EX
742	16-24-411-001-000	182,460	
743	16-24-411-002-000	83,178	
744	16-24-411-003-000	-	RR
745	16-24-411-005-000	-	EX
746	16-24-411-006-000	28,071	
747	16-24-412-001-000	67,697	
748	16-24-412-002-000	-	RR
749	16-24-412-003-000	-	RR
750	16-24-412-004-000	-	RR
751	16-24-413-001-000	385	
752	16-24-413-002-000	54,916	
753	16-24-413-003-000	23,669	
754	16-24-413-004-000	19,333	
755	16-24-413-005-000	3,591	
756	16-24-413-006-000	8,544	
757	16-24-413-007-000	23,204	
758	16-24-413-008-000	1,422	
759	16-24-413-009-000	2,046	
760	16-24-413-010-000	1,420	
761	16-24-413-011-000	473	
762	16-24-413-012-000	9,132	
763	16-24-413-013-000	9,201	
764	16-24-413-014-000	11,103	
765	16-24-413-015-000	9,850	
766	16-24-413-016-000	7,796	
767	16-24-413-017-000	1,136	
768	16-24-413-018-000	16,342	
769	16-24-413-019-000	8,538	
770	16-24-413-020-000	67,761	
771	16-24-413-021-000	50,791	
772	16-24-413-022-000	8,086	
773	16-24-413-023-000	13,642	
774	16-24-413-024-000	7,322	
775	16-24-413-025-000	1,136	
776	16-24-413-026-000	1,136	
777	16-24-413-027-000	1,183	
778	16-24-413-028-000	-	EX
779	16-24-414-002-000	112,353	
780	16-24-414-003-000	94,436	
781	16-24-414-004-000	93,991	
782	16-24-414-005-000	298,751	

EXHIBIT II
1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
783	16-24-414-006-000	21,136	
784	16-24-414-007-000	1,420	
785	16-24-414-008-000	1,420	
786	16-24-414-009-000	27,572	
787	16-24-414-010-000	40,198	
788	16-24-414-011-000	1,136	
789	16-24-414-028-000	-	
790	16-24-414-029-000	10,864	EX
791	16-24-414-030-000	-	
792	16-24-414-031-000	-	EX
793	16-24-415-003-000	22,518	EX
794	16-24-415-004-000	22,135	
795	16-24-415-005-000	23,066	
796	16-24-415-006-000	24,306	
797	16-24-415-007-000	18,724	
798	16-24-415-044-000	13,629	
799	16-24-415-045-000	29,321	
800	16-24-415-047-000	8,204	
801	16-24-415-048-000	5,850	
802	16-24-415-050-000	14,350	
803	16-24-415-051-000	1,183	
804	16-24-417-004-000	-	
805	16-24-417-005-000	35,763	RR
806	16-24-417-006-000	439,181	
807	16-24-418-001-000	-	
808	16-24-418-002-000	-	RR
809	16-24-418-003-000	344,933	RR
810	16-24-418-004-000	-	
811	16-24-418-005-000	-	RR
812	16-24-418-006-000	230,094	RR
813	16-24-418-007-000	34,632	
814	16-24-418-008-000	63,294	
815	16-24-418-009-000	63,294	
816	16-24-418-010-000	169,801	
817	16-24-419-001-000	26,987	
818	16-24-419-002-000	26,987	
819	16-24-419-003-000	26,987	
820	16-24-419-009-000	102,191	
821	16-24-419-010-000	124,553	
822	16-24-419-011-000	-	
823	16-24-419-012-000	18,066	RR
824	16-24-419-013-000	18,066	
825	16-24-419-014-000	18,066	
826	16-24-419-015-000	121,631	
827	16-24-419-016-000	20,874	
828	16-24-419-017-000	4,544	

EXHIBIT II
1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
829	16-24-419-018-000	4,544	
830	16-24-419-019-000	10,182	
831	16-24-419-020-000	13,840	
832	16-24-419-021-000	100,930	
833	16-24-419-022-000	101,246	
834	16-24-419-023-800	-	
835	16-24-419-023-800	35,873	EX
836	16-24-420-001-000	-	
837	16-24-420-002-000	88,844	RR
838	16-24-420-008-000	302,112	
839	16-24-420-009-000	-	
840	16-24-500-001-000	-	EX
841	16-24-500-002-000	-	RR
842	16-24-500-003-000	-	RR
843	16-24-501-001-000	-	RR
844	16-24-501-002-000	-	RR
845	16-24-501-003-000	-	
846	16-24-501-004-000	-	RR
847	16-24-501-005-000	-	RR
848	16-24-501-006-000	-	RR
849	16-24-501-007-000	-	RR
850	16-24-501-008-000	-	
851	16-24-501-009-000	-	RR
852	16-24-501-010-000	-	
853	16-24-501-011-000	-	
854	16-24-501-012-000	-	
855	16-24-501-013-000	-	RR
856	16-24-502-001-000	-	RR
857	16-24-502-002-000	-	
858	16-24-502-003-000	-	RR
859	16-24-502-004-000	-	RR
860	16-24-502-005-000	-	RR
861	16-24-502-006-000	-	RR
862	16-24-502-007-000	-	RR
863	16-24-502-008-000	-	RR
864	16-24-503-001-000	-	RR
865	16-24-503-002-000	-	RR
866	16-24-503-003-000	-	RR
867	16-24-503-004-000	-	RR
868	16-24-503-005-000	-	RR
869	16-24-503-006-000	-	RR
870	16-24-503-007-000	-	RR
871	16-24-503-008-000	-	RR
872	16-24-503-009-000	-	RR
873	16-24-504-003-000	-	RR
874	16-24-504-004-000	-	RR

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
875	16-24-504-005-000	-	RR
876	16-24-504-017-000	-	
877	16-24-504-018-000	-	
878	16-24-505-011-000	-	EX
879	16-24-505-012-000	-	EX
880	16-24-505-013-000	-	EX
881	16-24-505-014-000	-	EX
882	16-24-505-016-000	-	EX
883	16-24-505-018-000	-	EX
884	16-24-505-019-000	-	EX
885	16-24-505-020-000	-	EX
886	16-24-505-021-000	-	EX
887	16-24-505-022-000	-	EX
888	16-24-505-023-000	-	EX
889	16-24-505-024-000	-	EX
890	16-24-505-025-000	-	EX
891	16-24-506-001-000	-	RR
892	16-24-506-002-000	-	RR
893	17-18-127-010-000	-	EX
894	17-18-127-011-000	-	EX
895	17-18-127-012-000	4,321	
896	17-18-127-013-000	7,548	
897	17-18-127-014-000	22,464	
898	17-18-127-015-000	11,776	
899	17-18-127-016-000	51,989	
900	17-18-127-017-000	12,553	
901	17-18-127-018-000	13,511	
902	17-18-127-019-000	23,886	
903	17-18-127-037-000	39,966	
904	17-18-127-038-000	13,752	
905	17-18-127-039-000	37,042	
906	17-18-127-040-000	55,434	
907	17-18-128-042-000	33,743	
908	17-18-128-043-000	8,534	
909	17-18-128-044-000	24,912	
910	17-18-128-045-000	41,543	
911	17-18-128-046-000	-	EX
912	17-18-128-047-000	18,492	
913	17-18-128-048-000	-	EX
914	17-18-130-038-000	1,648	
915	17-18-130-039-000	1,510	
916	17-18-130-040-000	1,321	
917	17-18-130-041-000	1,259	
918	17-18-130-044-000	1,573	
919	17-18-130-045-000	1,573	
920	17-18-130-046-000	4,721	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
921	17-18-130-050-000	4,531	
922	17-18-300-003-000	23,314	
923	17-18-300-004-000	10,825	
924	17-18-300-005-000	32,895	
925	17-18-300-006-000	13,588	
926	17-18-300-007-000	1,136	
927	17-18-300-008-000	1,136	
928	17-18-300-009-000	1,136	
929	17-18-300-010-000	6,380	
930	17-18-300-013-000	5,633	
931	17-18-300-014-000	6,373	
932	17-18-300-015-000	6,373	
933	17-18-300-016-000	940	
934	17-18-300-017-000	6,373	
935	17-18-300-018-000	6,373	
936	17-18-300-019-000	1,820	
937	17-18-300-020-000	633	
938	17-18-300-021-000	609	
939	17-18-300-022-000	654	
940	17-18-300-023-000	717	
941	17-18-300-024-000	897	
942	17-18-300-025-000	7,268	
943	17-18-300-026-000	7,034	
944	17-18-300-042-000	23,559	
945	17-18-300-043-000	37,003	
946	17-18-300-044-000	87,684	
947	17-18-301-001-000	-	EX
948	17-18-301-002-000	-	EX
949	17-18-301-003-000	-	EX
950	17-18-301-004-000	-	EX
951	17-18-301-005-000	-	EX
952	17-18-301-006-000	-	EX
953	17-18-301-007-000	-	EX
954	17-18-301-008-000	-	EX
955	17-18-301-009-000	-	EX
956	17-18-301-010-000	-	EX
957	17-18-301-011-000	-	EX
958	17-18-301-012-000	-	EX
959	17-18-301-015-000	-	EX
960	17-18-301-016-000	-	EX
961	17-18-301-017-000	-	EX
962	17-18-301-019-000	-	EX
963	17-18-301-020-000	-	EX
964	17-18-301-021-000	-	EX
965	17-18-301-022-000	-	EX
966	17-18-301-023-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
967	17-18-301-024-000	-	EX
968	17-18-301-025-000	-	EX
969	17-18-301-026-000	-	EX
970	17-18-301-027-000	-	EX
971	17-18-306-001-000	-	EX
972	17-18-306-002-000	-	EX
973	17-18-306-003-000	-	EX
974	17-18-306-004-000	-	EX
975	17-18-306-005-000	-	EX
976	17-18-306-006-000	-	EX
977	17-18-306-007-000	-	EX
978	17-18-306-008-000	-	EX
979	17-18-306-009-000	-	EX
980	17-18-306-010-000	-	EX
981	17-18-306-011-000	-	EX
982	17-18-306-012-000	-	EX
983	17-18-306-013-000	-	EX
984	17-18-306-014-000	-	EX
985	17-18-306-015-000	-	EX
986	17-18-306-016-000	-	EX
987	17-18-306-017-000	-	EX
988	17-18-306-018-000	-	EX
989	17-18-306-019-000	-	EX
990	17-18-306-020-000	-	EX
991	17-18-306-021-000	-	EX
992	17-18-306-022-000	-	EX
993	17-18-306-023-000	-	EX
994	17-18-306-024-000	-	EX
995	17-18-306-025-000	-	EX
996	17-18-306-026-000	-	EX
997	17-18-306-027-000	-	EX
998	17-18-306-028-000	-	EX
999	17-18-308-032-000	-	EX
1000	17-18-308-033-000	-	EX
1001	17-18-308-034-000	-	EX
1002	17-18-308-035-000	-	EX
1003	17-18-308-036-000	-	EX
1004	17-18-308-037-000	-	EX
1005	17-18-309-001-000	-	EX
1006	17-18-309-002-000	-	EX
1007	17-18-309-003-000	-	EX
1008	17-18-309-004-000	-	EX
1009	17-18-309-005-000	-	EX
1010	17-18-309-006-000	-	EX
1011	17-18-309-009-000	-	EX
1012	17-18-309-023-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1013	17-18-309-024-000	-	EX
1014	17-18-309-025-000	-	EX
1015	17-18-309-026-000	-	EX
1016	17-18-309-027-000	-	EX
1017	17-18-309-028-000	-	EX
1018	17-18-309-029-000	-	EX
1019	17-18-309-057-000	-	EX
1020	17-18-309-058-000	-	EX
1021	17-18-309-062-800	-	EX
1022	17-18-309-062-800	-	EX
1023	17-18-309-063-800	-	EX
1024	17-18-309-063-800	-	EX
1025	17-18-309-064-800	-	EX
1026	17-18-309-064-800	-	EX
1027	17-18-309-065-800	-	EX
1028	17-18-309-065-800	-	EX
1029	17-18-309-066-800	-	EX
1030	17-18-309-066-800	-	EX
1031	17-18-309-067-000	-	EX
1032	17-18-312-067-000	-	EX
1033	17-19-100-001-000	42,380	
1034	17-19-100-002-000	30,468	
1035	17-19-100-003-000	47,953	
1036	17-19-100-004-000	4,811	
1037	17-19-100-005-000	7,875	
1038	17-19-100-006-000	15,309	
1039	17-19-100-007-000	17,106	
1040	17-19-100-008-000	3,985	
1041	17-19-100-009-000	5,848	
1042	17-19-100-010-000	9,112	
1043	17-19-100-011-000	36,002	
1044	17-19-100-012-000	7,718	
1045	17-19-100-013-000	6,462	
1046	17-19-100-014-000	148,067	
1047	17-19-100-015-000	37,784	
1048	17-19-100-016-000	6,870	
1049	17-19-100-017-000	6,870	
1050	17-19-100-018-000	6,870	
1051	17-19-100-019-000	39,198	
1052	17-19-100-020-000	40,770	
1053	17-19-100-021-000	41,685	
1054	17-19-100-022-000	33,250	
1055	17-19-100-023-000	15,759	
1056	17-19-100-024-000	7,940	
1057	17-19-101-001-000	3,070	
1058	17-19-101-002-000	6,436	

EXHIBIT II

1996 Estimated EAV

By Tax Parcel

Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1059	17-19-101-003-000	-	EX
1060	17-19-101-004-000	14,840	
1061	17-19-101-005-000	18,754	
1062	17-19-101-006-000	17,123	
1063	17-19-101-007-000	18,190	
1064	17-19-101-008-000	18,190	
1065	17-19-101-009-000	-	EX
1066	17-19-101-010-000	-	EX
1067	17-19-101-011-000	-	EX
1068	17-19-101-019-000	49,291	
1069	17-19-101-020-000	-	EX
1070	17-19-101-021-000	6,203	
1071	17-19-101-022-000	757	
1072	17-19-101-023-000	757	
1073	17-19-101-024-000	3,942	
1074	17-19-101-025-000	8,725	
1075	17-19-101-026-000	12,927	
1076	17-19-101-027-000	-	EX
1077	17-19-101-028-000	6,175	
1078	17-19-101-029-000	6,502	
1079	17-19-101-030-000	757	
1080	17-19-101-031-000	10,322	
1081	17-19-101-032-000	-	EX
1082	17-19-101-033-000	7,421	
1083	17-19-101-034-000	6,386	
1084	17-19-101-035-000	6,251	
1085	17-19-101-036-000	-	EX
1086	17-19-101-037-000	6,296	
1087	17-19-101-038-000	6,576	
1088	17-19-101-039-000	-	EX
1089	17-19-101-040-000	-	EX
1090	17-19-101-041-000	-	EX
1091	17-19-101-042-000	-	EX
1092	17-19-101-043-000	-	EX
1093	17-19-101-044-000	34,272	
1094	17-19-102-001-000	-	EX
1095	17-19-102-002-000	-	EX
1096	17-19-102-003-000	8,729	
1097	17-19-102-004-000	-	EX
1098	17-19-102-005-000	-	EX
1099	17-19-102-006-000	-	EX
1100	17-19-102-007-000	-	EX
1101	17-19-102-008-000	-	EX
1102	17-19-102-009-000	33,074	
1103	17-19-102-010-000	-	EX
1104	17-19-102-011-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1105	17-19-102-012-000	20,587	
1106	17-19-102-013-000	3,103	
1107	17-19-102-014-000	-	EX
1108	17-19-102-015-000	11,647	
1109	17-19-102-016-000	-	EX
1110	17-19-102-017-000	3,529	
1111	17-19-102-018-000	3,529	
1112	17-19-102-019-000	-	EX
1113	17-19-102-020-000	-	EX
1114	17-19-102-021-000	-	EX
1115	17-19-102-022-000	-	EX
1116	17-19-102-023-000	8,717	
1117	17-19-102-024-000	13,136	
1118	17-19-102-025-000	5,300	
1119	17-19-102-026-000	8,080	
1120	17-19-102-027-000	4,596	
1121	17-19-102-028-000	4,714	
1122	17-19-102-029-000	4,566	
1123	17-19-102-030-000	12,912	
1124	17-19-102-031-000	14,649	
1125	17-19-102-032-000	-	EX
1126	17-19-102-033-000	6,586	
1127	17-19-102-034-000	11,987	
1128	17-19-102-035-000	6,240	
1129	17-19-102-036-000	-	EX
1130	17-19-102-037-000	3,725	
1131	17-19-102-038-000	-	EX
1132	17-19-102-039-000	6,322	
1133	17-19-102-040-000	-	EX
1134	17-19-102-041-000	-	EX
1135	17-19-102-042-000	14,169	
1136	17-19-102-043-000	-	EX
1137	17-19-102-044-000	-	EX
1138	17-19-103-001-000	-	EX
1139	17-19-103-002-000	-	EX
1140	17-19-103-003-000	12,992	
1141	17-19-103-004-000	-	EX
1142	17-19-103-005-000	-	EX
1143	17-19-103-006-000	-	EX
1144	17-19-103-007-000	-	EX
1145	17-19-103-008-000	11,327	
1146	17-19-103-009-000	11,327	
1147	17-19-103-010-000	-	EX
1148	17-19-103-011-000	5,080	
1149	17-19-103-012-000	-	EX
1150	17-19-103-013-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1151	17-19-103-014-000	3,387	
1152	17-19-103-017-000	-	EX
1153	17-19-103-018-000	-	EX
1154	17-19-103-019-000	17,508	
1155	17-19-103-020-000	3,387	
1156	17-19-103-021-000	-	EX
1157	17-19-103-022-000	3,387	
1158	17-19-103-024-000	648	
1159	17-19-103-025-000	-	EX
1160	17-19-103-028-000	-	EX
1161	17-19-103-029-000	-	EX
1162	17-19-103-030-000	5,928	
1163	17-19-103-031-000	648	
1164	17-19-103-032-000	3,335	
1165	17-19-103-033-000	-	EX
1166	17-19-103-034-000	-	EX
1167	17-19-103-035-000	-	EX
1168	17-19-103-036-000	-	EX
1169	17-19-103-037-000	-	EX
1170	17-19-103-038-000	7,225	
1171	17-19-103-039-000	-	EX
1172	17-19-103-040-000	-	EX
1173	17-19-103-041-000	-	EX
1174	17-19-103-042-000	-	EX
1175	17-19-103-043-000	-	EX
1176	17-19-103-044-000	50,746	
1177	17-19-103-045-000	6,866	
1178	17-19-103-046-000	-	EX
1179	17-19-103-047-000	2,918	
1180	17-19-104-001-000	59,342	
1181	17-19-104-002-000	209,718	
1182	17-19-104-003-000	30,167	
1183	17-19-104-004-000	6,881	
1184	17-19-104-005-000	62,535	
1185	17-19-105-001-000	6,408	
1186	17-19-105-002-000	6,733	
1187	17-19-105-003-000	826	
1188	17-19-105-004-000	826	
1189	17-19-105-005-000	826	
1190	17-19-105-006-000	826	
1191	17-19-105-007-000	-	EX
1192	17-19-105-008-000	9,483	
1193	17-19-105-009-000	6,853	
1194	17-19-105-010-000	6,853	
1195	17-19-105-011-000	11,301	
1196	17-19-105-012-000	7,107	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1197	17-19-105-013-000	6,733	
1198	17-19-105-014-000	11,088	
1199	17-19-105-015-000	600	
1200	17-19-105-016-000	6,451	
1201	17-19-105-017-000	6,081	
1202	17-19-105-018-000	9,072	
1203	17-19-105-019-000	-	EX
1204	17-19-105-020-000	6,453	
1205	17-19-105-021-000	6,453	
1206	17-19-105-022-000	7,651	
1207	17-19-105-023-000	7,722	
1208	17-19-105-025-000	5,579	
1209	17-19-105-027-000	826	
1210	17-19-105-028-000	-	EX
1211	17-19-105-029-000	-	EX
1212	17-19-105-030-000	-	EX
1213	17-19-105-031-000	-	EX
1214	17-19-105-032-000	6,881	
1215	17-19-105-033-000	826	
1216	17-19-105-034-000	-	EX
1217	17-19-105-035-000	-	EX
1218	17-19-105-036-000	-	EX
1219	17-19-105-037-000	826	
1220	17-19-105-038-000	10,494	
1221	17-19-105-039-000	11,473	
1222	17-19-105-040-000	7,075	
1223	17-19-105-041-000	10,483	
1224	17-19-105-042-000	-	EX
1225	17-19-105-043-000	-	EX
1226	17-19-105-044-000	-	EX
1227	17-19-105-045-000	-	EX
1228	17-19-105-046-000	3,107	
1229	17-19-105-047-000	-	EX
1230	17-19-106-001-000	27,505	
1231	17-19-106-002-000	-	EX
1232	17-19-106-003-000	16,383	
1233	17-19-106-004-000	13,151	
1234	17-19-106-005-000	3,740	
1235	17-19-106-006-000	-	EX
1236	17-19-106-007-000	10,038	
1237	17-19-106-008-000	3,880	
1238	17-19-106-009-000	-	EX
1239	17-19-106-010-000	-	EX
1240	17-19-106-011-000	11,098	
1241	17-19-106-012-000	-	EX
1242	17-19-106-013-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1243	17-19-106-016-000	8,848	
1244	17-19-106-017-000	-	EX
1245	17-19-106-018-000	880	
1246	17-19-106-019-000	13,112	
1247	17-19-106-020-000	-	EX
1248	17-19-106-021-000	880	
1249	17-19-106-022-000	-	EX
1250	17-19-106-023-000	880	
1251	17-19-106-024-000	-	EX
1252	17-19-106-025-000	-	EX
1253	17-19-106-026-000	-	EX
1254	17-19-106-027-000	-	EX
1255	17-19-106-028-000	-	EX
1256	17-19-106-029-000	10,694	
1257	17-19-106-030-000	-	EX
1258	17-19-106-031-000	-	EX
1259	17-19-106-032-000	-	EX
1260	17-19-106-033-000	4,009	
1261	17-19-106-034-000	-	EX
1262	17-19-106-035-000	-	EX
1263	17-19-106-036-000	-	EX
1264	17-19-106-037-000	-	EX
1265	17-19-106-038-000	9,050	
1266	17-19-106-039-000	-	EX
1267	17-19-106-040-000	-	EX
1268	17-19-107-001-000	-	EX
1269	17-19-107-002-000	-	EX
1270	17-19-107-003-000	-	EX
1271	17-19-107-004-000	5,997	
1272	17-19-107-005-000	11,380	
1273	17-19-107-006-000	9,564	
1274	17-19-107-007-000	6,726	
1275	17-19-107-008-000	-	EX
1276	17-19-107-009-000	846	
1277	17-19-107-010-000	-	EX
1278	17-19-107-011-000	-	EX
1279	17-19-107-012-000	10,081	
1280	17-19-107-013-000	1,270	
1281	17-19-107-014-000	-	EX
1282	17-19-107-015-000	8,480	
1283	17-19-107-016-000	-	EX
1284	17-19-107-017-000	3,959	
1285	17-19-107-018-000	-	EX
1286	17-19-107-019-000	-	EX
1287	17-19-107-020-000	-	EX
1288	17-19-107-021-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1289	17-19-107-022-000	-	EX
1290	17-19-107-023-000	-	EX
1291	17-19-107-024-000	-	EX
1292	17-19-107-025-000	-	EX
1293	17-19-107-026-000	-	EX
1294	17-19-107-027-000	21,140	
1295	17-19-107-028-000	7,098	
1296	17-19-107-029-000	846	
1297	17-19-107-030-000	4,075	
1298	17-19-107-031-000	846	
1299	17-19-107-032-000	846	
1300	17-19-107-033-000	-	EX
1301	17-19-107-034-000	10,042	
1302	17-19-107-035-000	846	
1303	17-19-107-039-000	10,963	
1304	17-19-107-040-000	1,708	
1305	17-19-107-041-000	3,309	
1306	17-19-107-042-000	3,223	
1307	17-19-107-043-000	-	EX
1308	17-19-107-044-000	-	EX
1309	17-19-107-045-000	-	EX
1310	17-19-107-046-000	-	EX
1311	17-19-107-047-000	-	EX
1312	17-19-107-048-000	-	EX
1313	17-19-107-049-000	-	EX
1314	17-19-107-050-000	-	EX
1315	17-19-107-051-000	-	EX
1316	17-19-107-052-000	12,889	
1317	17-19-108-001-000	141,545	
1318	17-19-108-002-000	40,127	
1319	17-19-108-003-000	-	RR
1320	17-19-108-004-000	1,909	
1321	17-19-108-005-000	1,909	
1322	17-19-108-006-000	1,909	
1323	17-19-108-007-000	1,909	
1324	17-19-108-008-000	1,909	
1325	17-19-108-009-000	611	
1326	17-19-108-010-000	592	
1327	17-19-108-011-000	6,249	
1328	17-19-108-012-000	4,988	
1329	17-19-108-013-000	4,988	
1330	17-19-108-014-000	4,988	
1331	17-19-108-015-000	5,640	
1332	17-19-108-016-000	-	RR
1333	17-19-108-017-000	-	RR
1334	17-19-108-018-000	5,640	

EXHIBIT II

1996 Estimated EAV

By Tax Parcel

Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1335	17-19-108-019-000	4,988	
1336	17-19-108-020-000	-	RR
1337	17-19-108-021-000	-	RR
1338	17-19-109-001-000	1,601	
1339	17-19-109-002-000	1,889	
1340	17-19-109-003-000	3,365	
1341	17-19-109-004-000	3,824	
1342	17-19-109-005-000	3,176	
1343	17-19-109-006-000	592	
1344	17-19-109-007-000	3,288	
1345	17-19-109-008-000	3,012	
1346	17-19-109-009-000	3,221	
1347	17-19-109-010-000	2,993	
1348	17-19-109-011-000	3,339	
1349	17-19-109-012-000	-	EX
1350	17-19-109-013-000	5,805	
1351	17-19-109-014-000	592	
1352	17-19-109-015-000	-	RR
1353	17-19-109-016-000	592	
1354	17-19-109-017-000	3,423	
1355	17-19-109-018-000	4,945	
1356	17-19-109-019-000	3,327	
1357	17-19-109-020-000	2,987	
1358	17-19-109-021-000	592	
1359	17-19-109-022-000	3,858	
1360	17-19-109-023-000	2,993	
1361	17-19-109-024-000	2,642	
1362	17-19-109-025-000	3,275	
1363	17-19-109-026-000	-	EX
1364	17-19-109-027-000	1,065	
1365	17-19-109-028-000	3,656	
1366	17-19-109-029-000	5,188	
1367	17-19-109-030-000	-	EX
1368	17-19-109-031-000	-	RR
1369	17-19-110-001-000	3,288	
1370	17-19-110-002-000	2,883	
1371	17-19-110-003-000	3,443	
1372	17-19-110-004-000	568	
1373	17-19-110-005-000	-	EX
1374	17-19-110-006-000	568	
1375	17-19-110-007-000	983	
1376	17-19-110-008-000	592	
1377	17-19-110-009-000	3,245	
1378	17-19-110-010-000	2,924	
1379	17-19-110-011-000	3,120	
1380	17-19-110-012-000	3,363	

EXHIBIT II
1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1381	17-19-110-013-000	3,025	
1382	17-19-110-014-000	3,679	
1383	17-19-110-015-000	2,944	
1384	17-19-110-016-000	3,507	
1385	17-19-110-017-000	-	RR
1386	17-19-110-018-000	596	
1387	17-19-110-019-000	-	EX
1388	17-19-110-020-000	3,432	
1389	17-19-110-021-000	2,868	
1390	17-19-110-022-000	3,824	
1391	17-19-110-023-000	2,731	
1392	17-19-110-024-000	3,318	
1393	17-19-110-025-000	596	
1394	17-19-110-026-000	-	EX
1395	17-19-110-027-000	2,789	
1396	17-19-110-028-000	2,870	
1397	17-19-110-029-000	596	
1398	17-19-110-030-000	596	
1399	17-19-110-031-000	2,352	
1400	17-19-110-032-000	435	
1401	17-19-110-033-000	1,982	
1402	17-19-110-034-000	3,438	
1403	17-19-110-035-000	-	RR
1404	17-19-110-036-000	-	RR
1405	17-19-111-001-000	6,016	
1406	17-19-111-002-000	-	EX
1407	17-19-111-003-000	-	EX
1408	17-19-111-004-000	9,171	
1409	17-19-111-005-000	2,264	
1410	17-19-111-006-000	2,068	
1411	17-19-111-007-000	10,212	
1412	17-19-111-008-000	143,624	
1413	17-19-111-009-000	-	EX
1414	17-19-111-010-000	-	EX
1415	17-19-111-011-000	-	EX
1416	17-19-111-012-000	-	EX
1417	17-19-111-013-000	-	EX
1418	17-19-111-014-000	3,361	
1419	17-19-112-001-000	37,203	
1420	17-19-112-002-000	-	EX
1421	17-19-112-003-000	-	EX
1422	17-19-112-004-000	9,102	
1423	17-19-112-005-000	-	EX
1424	17-19-112-006-000	8,050	
1425	17-19-112-007-000	852	
1426	17-19-112-008-000	852	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1427	17-19-112-009-000	1,775	
1428	17-19-112-010-000	541,527	
1429	17-19-113-048-000	-	EX
1430	17-19-113-049-000	-	EX
1431	17-19-114-051-000	37,491	
1432	17-19-114-052-000	37,491	
1433	17-19-115-002-000	774,136	
1434	17-19-115-003-000	3,568	
1435	17-19-115-004-000	417,015	
1436	17-19-115-005-000	160,941	
1437	17-19-115-006-000	27,647	
1438	17-19-115-007-000	14,169	
1439	17-19-115-008-000	308,629	
1440	17-19-115-009-000	89,280	
1441	17-19-115-010-000	519,857	
1442	17-19-115-011-000	143,232	
1443	17-19-115-012-000	49,233	
1444	17-19-116-005-000	-	RR
1445	17-19-116-006-000	-	RR
1446	17-19-116-007-000	-	RR
1447	17-19-116-009-000	-	RR
1448	17-19-116-010-600	-	RR
1449	17-19-116-011-000	-	RR
1450	17-19-200-001-000	-	EX
1451	17-19-200-004-000	-	EX
1452	17-19-200-005-000	-	EX
1453	17-19-200-006-000	-	EX
1454	17-19-200-007-000	-	EX
1455	17-19-200-008-000	-	EX
1456	17-19-200-009-000	-	EX
1457	17-19-200-010-000	-	EX
1458	17-19-200-011-000	-	EX
1459	17-19-200-012-000	-	EX
1460	17-19-200-013-000	-	EX
1461	17-19-200-014-000	-	EX
1462	17-19-200-015-000	-	EX
1463	17-19-200-016-000	-	EX
1464	17-19-200-017-000	-	EX
1465	17-19-200-018-000	-	EX
1466	17-19-200-019-000	-	EX
1467	17-19-200-020-000	-	EX
1468	17-19-200-021-000	-	EX
1469	17-19-200-022-000	-	EX
1470	17-19-200-023-000	-	EX
1471	17-19-200-024-000	-	EX
1472	17-19-200-025-000	-	EX

1996 Estimated EAV

By Tax Parcel

Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1473	17-19-201-001-000	-	EX
1474	17-19-201-002-000	-	EX
1475	17-19-201-003-000	-	EX
1476	17-19-201-004-000	-	EX
1477	17-19-201-005-000	-	EX
1478	17-19-201-006-000	-	EX
1479	17-19-201-007-000	-	EX
1480	17-19-201-008-000	-	EX
1481	17-19-201-009-000	-	EX
1482	17-19-201-010-000	-	EX
1483	17-19-201-011-000	8,112	
1484	17-19-201-012-000	1,937	
1485	17-19-201-013-000	6,567	
1486	17-19-201-014-000	-	EX
1487	17-19-201-015-000	-	EX
1488	17-19-201-016-000	3,522	
1489	17-19-201-017-000	-	EX
1490	17-19-201-018-000	-	EX
1491	17-19-201-019-000	-	EX
1492	17-19-201-020-000	-	EX
1493	17-19-201-021-000	1,685	
1494	17-19-201-022-000	-	EX
1495	17-19-201-023-000	-	EX
1496	17-19-201-024-000	-	EX
1497	17-19-201-025-000	15,492	
1498	17-19-201-026-000	6,341	
1499	17-19-201-027-000	1,609	
1500	17-19-201-028-000	-	EX
1501	17-19-201-029-000	-	EX
1502	17-19-201-030-000	-	EX
1503	17-19-201-031-000	-	EX
1504	17-19-201-032-000	-	EX
1505	17-19-201-033-000	-	EX
1506	17-19-201-034-000	852	
1507	17-19-201-035-000	6,591	
1508	17-19-201-036-000	-	EX
1509	17-19-201-037-000	-	EX
1510	17-19-201-038-000	8,123	
1511	17-19-201-039-000	6,586	
1512	17-19-201-040-000	-	EX
1513	17-19-201-041-000	-	EX
1514	17-19-201-042-000	-	EX
1515	17-19-201-043-000	-	EX
1516	17-19-201-044-000	-	EX
1517	17-19-201-045-000	-	EX
1518	17-19-201-046-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1519	17-19-202-001-000	-	EX
1520	17-19-202-002-000	-	EX
1521	17-19-202-003-000	-	EX
1522	17-19-202-004-000	-	EX
1523	17-19-202-005-000	-	EX
1524	17-19-202-006-000	-	EX
1525	17-19-202-007-000	-	EX
1526	17-19-202-008-000	-	EX
1527	17-19-202-012-000	-	EX
1528	17-19-202-013-000	-	EX
1529	17-19-202-014-000	-	EX
1530	17-19-202-015-000	-	EX
1531	17-19-202-016-000	-	EX
1532	17-19-202-017-000	-	EX
1533	17-19-202-018-000	-	EX
1534	17-19-202-019-000	6,629	
1535	17-19-202-020-000	4,544	
1536	17-19-202-021-000	-	EX
1537	17-19-202-022-000	-	EX
1538	17-19-202-023-000	-	EX
1539	17-19-202-024-000	-	EX
1540	17-19-202-025-000	-	EX
1541	17-19-202-026-000	-	EX
1542	17-19-202-027-000	-	EX
1543	17-19-202-028-000	2,823	
1544	17-19-202-029-000	458	
1545	17-19-202-030-000	-	EX
1546	17-19-202-031-000	-	EX
1547	17-19-202-032-000	-	EX
1548	17-19-202-033-000	-	EX
1549	17-19-202-034-000	-	EX
1550	17-19-202-035-000	-	EX
1551	17-19-202-036-000	-	EX
1552	17-19-202-037-000	-	EX
1553	17-19-202-038-000	630	
1554	17-19-202-039-000	5,455	
1555	17-19-202-040-000	420	
1556	17-19-202-041-000	-	EX
1557	17-19-202-042-000	-	EX
1558	17-19-202-043-000	-	EX
1559	17-19-202-044-000	630	
1560	17-19-202-045-000	33,758	
1561	17-19-203-001-000	-	EX
1562	17-19-203-002-000	-	EX
1563	17-19-203-003-000	26,539	
1564	17-19-203-004-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1565	17-19-203-005-000	-	EX
1566	17-19-203-006-000	-	EX
1567	17-19-203-007-000	-	EX
1568	17-19-203-008-000	-	EX
1569	17-19-203-009-000	-	EX
1570	17-19-203-011-000	-	EX
1571	17-19-203-016-000	3,912	
1572	17-19-203-017-000	-	EX
1573	17-19-203-018-000	-	EX
1574	17-19-203-019-000	-	EX
1575	17-19-203-020-000	-	EX
1576	17-19-203-021-000	-	EX
1577	17-19-203-022-000	630	
1578	17-19-203-023-000	630	
1579	17-19-203-024-000	-	EX
1580	17-19-203-025-000	-	EX
1581	17-19-203-026-000	-	EX
1582	17-19-203-027-000	-	EX
1583	17-19-203-028-000	-	EX
1584	17-19-203-029-000	-	EX
1585	17-19-203-030-000	-	EX
1586	17-19-203-031-000	5,788	
1587	17-19-203-032-000	-	EX
1588	17-19-203-033-000	-	EX
1589	17-19-203-034-000	630	
1590	17-19-203-035-000	4,202	
1591	17-19-203-036-000	8,254	
1592	17-19-203-037-000	4,394	
1593	17-19-203-038-000	-	EX
1594	17-19-203-039-000	35,191	
1595	17-19-204-001-000	-	EX
1596	17-19-204-002-000	-	EX
1597	17-19-204-003-000	18,162	
1598	17-19-204-004-000	-	EX
1599	17-19-204-005-000	13,582	
1600	17-19-204-006-000	12,278	
1601	17-19-204-007-000	-	EX
1602	17-19-204-026-000	-	EX
1603	17-19-204-027-000	-	EX
1604	17-19-205-001-000	13,467	
1605	17-19-205-002-000	9,947	
1606	17-19-205-003-000	-	EX
1607	17-19-205-004-000	846	
1608	17-19-205-005-000	-	EX
1609	17-19-205-006-000	-	EX
1610	17-19-205-007-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1611	17-19-205-008-000	-	EX
1612	17-19-205-009-000	-	EX
1613	17-19-205-010-000	4,067	
1614	17-19-205-011-000	-	EX
1615	17-19-205-012-000	-	EX
1616	17-19-205-013-000	8,394	
1617	17-19-205-014-000	7,316	
1618	17-19-205-015-000	-	EX
1619	17-19-205-016-000	-	EX
1620	17-19-205-017-000	-	EX
1621	17-19-205-018-000	4,368	
1622	17-19-205-019-000	-	EX
1623	17-19-205-020-000	-	EX
1624	17-19-205-021-000	-	EX
1625	17-19-205-022-000	23,527	
1626	17-19-205-023-000	-	EX
1627	17-19-205-024-000	-	EX
1628	17-19-205-025-000	-	EX
1629	17-19-205-026-000	-	EX
1630	17-19-205-027-000	852	
1631	17-19-205-028-000	846	
1632	17-19-205-029-000	-	EX
1633	17-19-205-030-000	-	EX
1634	17-19-205-031-000	852	
1635	17-19-205-032-000	10,264	
1636	17-19-205-033-000	4,157	
1637	17-19-205-034-000	8,880	
1638	17-19-205-035-000	852	
1639	17-19-205-036-000	-	EX
1640	17-19-205-037-000	7,116	
1641	17-19-205-038-000	-	EX
1642	17-19-205-039-000	-	EX
1643	17-19-205-040-000	-	EX
1644	17-19-205-041-000	-	EX
1645	17-19-205-042-000	852	
1646	17-19-205-043-000	-	EX
1647	17-19-205-044-000	-	EX
1648	17-19-205-045-000	10,502	
1649	17-19-205-046-000	-	EX
1650	17-19-205-047-000	12,620	
1651	17-19-205-048-000	6,558	
1652	17-19-205-049-000	6,558	
1653	17-19-205-050-000	6,666	
1654	17-19-205-051-000	-	EX
1655	17-19-206-001-000	-	EX
1656	17-19-206-002-000	25,665	

EXHIBIT II

1996 Estimated EAV

By Tax Parcel

Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1657	17-19-206-003-000	-	EX
1658	17-19-206-004-000	-	EX
1659	17-19-206-005-000	11,432	
1660	17-19-206-006-000	12,026	
1661	17-19-206-007-000	852	
1662	17-19-206-008-000	852	
1663	17-19-206-009-000	852	
1664	17-19-206-010-000	852	
1665	17-19-206-011-000	-	EX
1666	17-19-206-012-000	14,533	
1667	17-19-206-013-000	-	EX
1668	17-19-206-014-000	10,668	
1669	17-19-206-015-000	-	EX
1670	17-19-206-016-000	3,994	
1671	17-19-206-017-000	-	EX
1672	17-19-206-018-000	-	EX
1673	17-19-206-019-000	-	EX
1674	17-19-206-020-000	-	EX
1675	17-19-206-021-000	-	EX
1676	17-19-206-022-000	10,539	
1677	17-19-206-023-000	852	
1678	17-19-206-024-000	-	EX
1679	17-19-206-025-000	-	EX
1680	17-19-206-026-000	-	EX
1681	17-19-206-027-000	-	EX
1682	17-19-206-028-000	-	EX
1683	17-19-206-029-000	-	EX
1684	17-19-206-030-000	6,834	
1685	17-19-206-031-000	-	EX
1686	17-19-206-032-000	852	
1687	17-19-206-033-000	-	EX
1688	17-19-206-034-000	3,410	
1689	17-19-206-035-000	-	EX
1690	17-19-206-036-000	-	EX
1691	17-19-206-037-000	-	EX
1692	17-19-206-038-000	-	EX
1693	17-19-206-039-000	-	EX
1694	17-19-206-040-000	-	EX
1695	17-19-206-041-000	-	EX
1696	17-19-206-042-000	-	EX
1697	17-19-206-043-000	8,583	
1698	17-19-206-044-000	650	
1699	17-19-206-045-000	-	EX
1700	17-19-206-046-000	-	EX
1701	17-19-206-047-000	50,156	
1702	17-19-207-001-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1703	17-19-207-002-000	852	
1704	17-19-207-003-000	-	EX
1705	17-19-207-004-000	-	EX
1706	17-19-207-005-000	-	EX
1707	17-19-207-006-000	-	EX
1708	17-19-207-007-000	-	EX
1709	17-19-207-008-000	-	EX
1710	17-19-207-009-000	-	EX
1711	17-19-207-010-000	-	EX
1712	17-19-207-011-000	11,027	
1713	17-19-207-012-000	-	EX
1714	17-19-207-013-000	6,470	
1715	17-19-207-014-000	-	EX
1716	17-19-207-015-000	13,799	
1717	17-19-207-016-000	-	EX
1718	17-19-207-017-000	-	EX
1719	17-19-207-018-000	-	EX
1720	17-19-207-019-000	-	EX
1721	17-19-207-020-000	7,585	
1722	17-19-207-021-000	-	EX
1723	17-19-207-022-000	-	EX
1724	17-19-207-023-000	-	EX
1725	17-19-207-024-000	852	
1726	17-19-207-025-000	3,185	
1727	17-19-207-026-000	-	EX
1728	17-19-207-027-000	-	EX
1729	17-19-207-028-000	-	EX
1730	17-19-207-029-000	-	EX
1731	17-19-207-030-000	-	EX
1732	17-19-207-031-000	-	EX
1733	17-19-207-032-000	852	
1734	17-19-207-033-000	10,903	
1735	17-19-207-034-000	-	EX
1736	17-19-207-035-000	-	EX
1737	17-19-207-036-000	-	EX
1738	17-19-207-037-000	-	EX
1739	17-19-207-038-000	96,398	
1740	17-19-207-039-000	26,274	
1741	17-19-207-040-000	32,906	
1742	17-19-207-041-000	-	EX
1743	17-19-207-042-000	22,505	
1744	17-19-207-043-000	-	EX
1745	17-19-207-044-000	3,144	
1746	17-19-208-001-000	19,256	
1747	17-19-208-002-000	26,984	
1748	17-19-208-003-000	846	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1749	17-19-208-004-000	-	EX
1750	17-19-208-005-000	846	
1751	17-19-208-006-000	-	EX
1752	17-19-208-007-000	-	EX
1753	17-19-208-008-000	846	
1754	17-19-208-009-000	-	EX
1755	17-19-208-010-000	-	EX
1756	17-19-208-011-000	-	EX
1757	17-19-208-012-000	-	EX
1758	17-19-208-013-000	846	
1759	17-19-208-014-000	-	EX
1760	17-19-208-015-000	-	EX
1761	17-19-208-016-000	-	EX
1762	17-19-208-017-000	-	EX
1763	17-19-208-018-000	846	
1764	17-19-208-019-000	-	EX
1765	17-19-208-020-000	-	EX
1766	17-19-208-021-000	-	EX
1767	17-19-208-022-000	-	EX
1768	17-19-208-023-000	-	EX
1769	17-19-208-024-000	854	
1770	17-19-208-025-000	55,882	
1771	17-19-208-026-000	2,632	
1772	17-19-208-027-000	3,598	
1773	17-19-209-001-000	4,065	
1774	17-19-209-002-000	19,428	
1775	17-19-209-003-000	-	EX
1776	17-19-209-004-000	-	EX
1777	17-19-209-005-000	-	EX
1778	17-19-209-006-000	846	
1779	17-19-209-007-000	10,894	
1780	17-19-209-008-000	9,609	
1781	17-19-209-009-000	1,270	
1782	17-19-209-010-000	12,785	
1783	17-19-209-011-000	846	
1784	17-19-209-012-000	-	EX
1785	17-19-209-013-000	-	EX
1786	17-19-209-014-000	-	EX
1787	17-19-209-015-000	-	EX
1788	17-19-209-016-000	22,935	
1789	17-19-209-017-000	-	EX
1790	17-19-209-018-000	-	EX
1791	17-19-209-019-000	-	EX
1792	17-19-209-020-000	-	EX
1793	17-19-209-021-000	846	
1794	17-19-209-022-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1795	17-19-209-023-000	23,688	
1796	17-19-209-024-000	-	EX
1797	17-19-209-025-000	-	EX
1798	17-19-209-026-000	-	EX
1799	17-19-209-027-000	-	EX
1800	17-19-209-028-000	-	EX
1801	17-19-209-029-000	-	EX
1802	17-19-209-030-000	-	EX
1803	17-19-209-031-000	8,039	
1804	17-19-209-032-000	-	EX
1805	17-19-209-033-000	-	EX
1806	17-19-209-034-000	-	EX
1807	17-19-209-035-000	-	EX
1808	17-19-209-036-000	7,729	
1809	17-19-209-037-000	-	EX
1810	17-19-209-038-000	-	EX
1811	17-19-209-039-000	-	EX
1812	17-19-209-040-000	846	
1813	17-19-209-041-000	9,388	
1814	17-19-209-042-000	-	EX
1815	17-19-209-043-000	32,278	
1816	17-19-210-001-000	-	EX
1817	17-19-210-002-000	-	EX
1818	17-19-210-003-000	-	EX
1819	17-19-210-004-000	-	EX
1820	17-19-210-005-000	-	EX
1821	17-19-210-006-000	-	EX
1822	17-19-210-007-000	-	EX
1823	17-19-210-008-000	-	EX
1824	17-19-210-009-000	-	EX
1825	17-19-210-010-000	846	
1826	17-19-210-011-000	-	EX
1827	17-19-210-012-000	-	EX
1828	17-19-210-013-000	-	EX
1829	17-19-210-014-000	-	EX
1830	17-19-210-015-000	-	EX
1831	17-19-210-016-000	846	
1832	17-19-210-017-000	8,110	
1833	17-19-210-018-000	12,499	
1834	17-19-210-019-000	-	EX
1835	17-19-210-020-000	-	EX
1836	17-19-210-021-000	86,066	
1837	17-19-210-022-000	-	EX
1838	17-19-210-023-000	-	EX
1839	17-19-210-024-000	-	EX
1840	17-19-210-025-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1841	17-19-210-026-000	-	EX
1842	17-19-210-027-000	-	EX
1843	17-19-210-028-000	-	EX
1844	17-19-210-029-000	-	EX
1845	17-19-210-030-000	-	EX
1846	17-19-210-031-000	-	EX
1847	17-19-210-032-000	846	
1848	17-19-210-033-000	3,509	
1849	17-19-210-034-000	3,604	
1850	17-19-210-035-000	7,006	
1851	17-19-210-036-000	10,453	
1852	17-19-210-037-000	10,055	
1853	17-19-210-038-000	3,228	
1854	17-19-210-039-000	-	EX
1855	17-19-210-040-000	4,243	
1856	17-19-210-041-000	-	EX
1857	17-19-210-042-000	-	EX
1858	17-19-210-043-000	-	EX
1859	17-19-210-044-000	-	EX
1860	17-19-210-045-000	-	EX
1861	17-19-211-001-000	-	EX
1862	17-19-212-002-000	-	EX
1863	17-19-212-003-000	-	EX
1864	17-19-213-002-000	846	
1865	17-19-213-003-000	-	EX
1866	17-19-213-004-000	846	
1867	17-19-213-005-000	-	EX
1868	17-19-213-006-000	-	EX
1869	17-19-213-007-000	-	EX
1870	17-19-213-008-000	-	EX
1871	17-19-213-009-000	3,623	
1872	17-19-213-010-000	-	EX
1873	17-19-213-011-000	-	EX
1874	17-19-213-012-000	-	EX
1875	17-19-213-013-000	8,039	
1876	17-19-213-014-000	-	EX
1877	17-19-213-015-000	9,631	
1878	17-19-213-016-000	-	EX
1879	17-19-213-017-000	-	EX
1880	17-19-213-018-000	-	EX
1881	17-19-213-019-000	-	EX
1882	17-19-213-020-000	-	EX
1883	17-19-213-021-000	9,130	
1884	17-19-213-022-000	8,217	
1885	17-19-213-023-000	-	EX
1886	17-19-213-024-000	1,166	

1996 Estimated EAV

By Tax Parcel

Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1887	17-19-213-025-000	2,257	
1888	17-19-213-026-000	2,257	
1889	17-19-213-027-000	1,127	
1890	17-19-213-028-000	1,127	
1891	17-19-213-029-000	2,257	
1892	17-19-213-030-000	-	EX
1893	17-19-213-031-000	846	
1894	17-19-213-032-000	-	EX
1895	17-19-213-033-000	-	EX
1896	17-19-213-036-000	39,062	
1897	17-19-213-037-000	-	EX
1898	17-19-213-038-000	7,499	
1899	17-19-213-039-000	-	EX
1900	17-19-213-040-000	-	EX
1901	17-19-213-041-000	-	EX
1902	17-19-213-042-000	-	EX
1903	17-19-213-043-000	-	EX
1904	17-19-213-044-000	-	EX
1905	17-19-213-045-000	-	EX
1906	17-19-213-046-000	846	
1907	17-19-213-047-000	-	EX
1908	17-19-214-001-000	615	
1909	17-19-214-002-000	9,018	
1910	17-19-214-003-000	-	EX
1911	17-19-214-004-000	-	EX
1912	17-19-214-005-000	-	EX
1913	17-19-214-006-000	-	EX
1914	17-19-214-007-000	-	EX
1915	17-19-214-008-000	6,612	
1916	17-19-214-009-000	-	EX
1917	17-19-214-010-000	846	
1918	17-19-214-011-000	4,437	
1919	17-19-214-012-000	6,700	
1920	17-19-214-013-000	-	EX
1921	17-19-214-014-000	-	EX
1922	17-19-214-015-000	-	EX
1923	17-19-214-016-000	3,303	
1924	17-19-214-017-000	846	
1925	17-19-214-018-000	4,176	
1926	17-19-214-019-000	-	EX
1927	17-19-214-020-000	9,786	
1928	17-19-214-021-000	-	EX
1929	17-19-214-022-000	-	EX
1930	17-19-214-023-000	-	EX
1931	17-19-214-024-000	-	EX
1932	17-19-214-025-000	-	EX

EXHIBIT II

1996 Estimated EAV

By Tax Parcel

Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1887	17-19-213-025-000	2,257	
1888	17-19-213-026-000	2,257	
1889	17-19-213-027-000	1,127	
1890	17-19-213-028-000	1,127	
1891	17-19-213-029-000	2,257	
1892	17-19-213-030-000	-	EX
1893	17-19-213-031-000	846	
1894	17-19-213-032-000	-	EX
1895	17-19-213-033-000	-	EX
1896	17-19-213-036-000	39,062	
1897	17-19-213-037-000	-	EX
1898	17-19-213-038-000	7,499	
1899	17-19-213-039-000	-	EX
1900	17-19-213-040-000	-	EX
1901	17-19-213-041-000	-	EX
1902	17-19-213-042-000	-	EX
1903	17-19-213-043-000	-	EX
1904	17-19-213-044-000	-	EX
1905	17-19-213-045-000	-	EX
1906	17-19-213-046-000	846	
1907	17-19-213-047-000	-	EX
1908	17-19-214-001-000	615	
1909	17-19-214-002-000	9,018	
1910	17-19-214-003-000	-	EX
1911	17-19-214-004-000	-	EX
1912	17-19-214-005-000	-	EX
1913	17-19-214-006-000	-	EX
1914	17-19-214-007-000	-	EX
1915	17-19-214-008-000	6,612	
1916	17-19-214-009-000	-	EX
1917	17-19-214-010-000	846	
1918	17-19-214-011-000	4,437	
1919	17-19-214-012-000	6,700	
1920	17-19-214-013-000	-	EX
1921	17-19-214-014-000	-	EX
1922	17-19-214-015-000	-	EX
1923	17-19-214-016-000	3,303	
1924	17-19-214-017-000	846	
1925	17-19-214-018-000	4,176	
1926	17-19-214-019-000	-	EX
1927	17-19-214-020-000	9,786	
1928	17-19-214-021-000	-	EX
1929	17-19-214-022-000	-	EX
1930	17-19-214-023-000	-	EX
1931	17-19-214-024-000	-	EX
1932	17-19-214-025-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1933	17-19-214-026-000	846	
1934	17-19-214-027-000	846	
1935	17-19-214-028-000	3,815	
1936	17-19-214-029-000	846	
1937	17-19-214-030-000	9,270	
1938	17-19-214-031-000	6,642	
1939	17-19-214-032-000	5,199	
1940	17-19-214-033-000	-	EX
1941	17-19-214-034-000	-	EX
1942	17-19-214-035-000	-	EX
1943	17-19-214-036-000	615	
1944	17-19-214-037-000	7,834	
1945	17-19-214-038-000	-	EX
1946	17-19-214-039-000	-	EX
1947	17-19-214-040-000	-	EX
1948	17-19-214-041-000	-	EX
1949	17-19-214-042-000	-	EX
1950	17-19-214-043-000	-	EX
1951	17-19-214-044-000	-	EX
1952	17-19-214-045-000	-	EX
1953	17-19-214-046-000	8,738	
1954	17-19-214-047-000	-	EX
1955	17-19-215-001-000	-	EX
1956	17-19-215-002-000	8,312	
1957	17-19-215-003-000	11,137	
1958	17-19-215-004-000	6,683	
1959	17-19-215-005-000	-	EX
1960	17-19-215-006-000	-	EX
1961	17-19-215-007-000	-	EX
1962	17-19-215-008-000	-	EX
1963	17-19-215-009-000	-	EX
1964	17-19-215-010-000	-	EX
1965	17-19-215-011-000	-	EX
1966	17-19-215-012-000	3,324	
1967	17-19-215-013-000	-	EX
1968	17-19-215-014-000	-	EX
1969	17-19-215-015-000	846	
1970	17-19-215-016-000	20,988	
1971	17-19-215-017-000	-	EX
1972	17-19-215-018-000	-	EX
1973	17-19-215-019-000	-	EX
1974	17-19-215-020-000	-	EX
1975	17-19-215-021-000	-	EX
1976	17-19-215-022-000	-	EX
1977	17-19-215-023-000	846	
1978	17-19-215-024-000	777	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
1979	17-19-215-025-000	-	EX
1980	17-19-215-026-000	11,712	
1981	17-19-215-027-000	11,645	
1982	17-19-215-028-000	-	EX
1983	17-19-215-029-000	-	EX
1984	17-19-215-030-000	34,784	
1985	17-19-215-031-000	2,860	
1986	17-19-215-032-000	8,230	
1987	17-19-215-033-000	-	EX
1988	17-19-215-034-000	-	EX
1989	17-19-215-035-000	2,860	
1990	17-19-215-036-000	14,511	
1991	17-19-215-037-000	2,860	
1992	17-19-215-038-000	30,675	
1993	17-19-215-039-000	-	EX
1994	17-19-216-001-000	-	RR
1995	17-19-216-002-000	-	RR
1996	17-19-216-003-000	-	RR
1997	17-19-216-004-000	-	RR
1998	17-19-217-001-000	-	RR
1999	17-19-217-002-000	-	RR
2000	17-19-217-003-000	-	RR
2001	17-19-217-004-000	-	RR
2002	17-19-217-005-000	-	RR
2003	17-19-217-006-000	-	RR
2004	17-19-218-001-000	-	EX
2005	17-19-218-002-000	6,152	
2006	17-19-218-003-000	-	EX
2007	17-19-218-004-000	8,486	
2008	17-19-218-005-000	-	EX
2009	17-19-218-006-000	-	EX
2010	17-19-218-007-000	3,776	
2011	17-19-218-008-000	11,191	
2012	17-19-218-009-000	846	
2013	17-19-218-010-000	-	EX
2014	17-19-218-011-000	-	EX
2015	17-19-218-012-000	-	EX
2016	17-19-218-013-000	-	EX
2017	17-19-218-014-000	-	EX
2018	17-19-218-015-000	-	EX
2019	17-19-218-016-000	3,813	
2020	17-19-218-017-000	-	EX
2021	17-19-218-018-000	846	
2022	17-19-218-019-000	-	EX
2023	17-19-218-020-000	-	EX
2024	17-19-218-021-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
2025	17-19-218-022-000	-	EX
2026	17-19-218-023-000	846	
2027	17-19-218-024-000	9,934	
2028	17-19-218-025-000	846	
2029	17-19-218-026-000	-	EX
2030	17-19-218-027-000	-	EX
2031	17-19-218-028-000	6,616	
2032	17-19-218-029-000	-	EX
2033	17-19-218-030-000	-	EX
2034	17-19-218-031-000	-	EX
2035	17-19-218-032-000	-	EX
2036	17-19-218-033-000	-	EX
2037	17-19-218-034-000	3,595	
2038	17-19-218-035-000	8,366	
2039	17-19-218-036-000	1,575	
2040	17-19-218-037-000	846	
2041	17-19-218-038-000	-	EX
2042	17-19-218-039-000	2,414	
2043	17-19-218-040-000	10,186	
2044	17-19-218-041-000	-	EX
2045	17-19-218-042-000	299	
2046	17-19-218-043-000	-	EX
2047	17-19-218-044-000	-	EX
2048	17-19-218-045-000	-	EX
2049	17-19-218-046-000	-	EX
2050	17-19-219-001-000	-	EX
2051	17-19-219-002-000	-	EX
2052	17-19-219-003-000	-	EX
2053	17-19-219-004-000	-	EX
2054	17-19-219-006-000	-	EX
2055	17-19-219-007-000	-	EX
2056	17-19-219-008-000	8,534	
2057	17-19-219-009-000	22,302	
2058	17-19-219-010-000	-	EX
2059	17-19-219-011-000	-	EX
2060	17-19-219-012-000	6,507	
2061	17-19-219-013-000	846	
2062	17-19-219-014-000	-	EX
2063	17-19-219-015-000	12,125	
2064	17-19-219-016-000	-	EX
2065	17-19-219-017-000	5,668	
2066	17-19-219-018-000	1,693	
2067	17-19-219-019-000	-	EX
2068	17-19-219-020-000	-	EX
2069	17-19-219-021-000	-	EX
2070	17-19-219-022-000	-	EX

Exhibit II
1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
2071	17-19-219-023-000	4,387	
2072	17-19-219-024-000	-	EX
2073	17-19-219-025-000	6,857	
2074	17-19-219-026-000	6,728	
2075	17-19-219-027-000	8,697	
2076	17-19-219-028-000	-	EX
2077	17-19-219-029-000	8,198	
2078	17-19-219-030-000	8,437	
2079	17-19-219-031-000	9,259	
2080	17-19-219-032-000	-	EX
2081	17-19-219-033-000	-	EX
2082	17-19-219-034-000	-	EX
2083	17-19-219-035-000	846	
2084	17-19-219-036-000	5,719	
2085	17-19-219-037-000	-	EX
2086	17-19-219-038-000	27,197	
2087	17-19-219-039-000	12,572	
2088	17-19-219-040-000	10,959	
2089	17-19-219-041-000	4,379	
2090	17-19-219-042-000	2,860	
2091	17-19-219-043-000	-	EX
2092	17-19-219-044-000	-	EX
2093	17-19-219-045-000	-	EX
2094	17-19-219-046-000	12,077	
2095	17-19-219-047-000	-	EX
2096	17-19-220-001-000	7,486	
2097	17-19-220-002-000	846	
2098	17-19-220-003-000	-	EX
2099	17-19-220-004-000	6,266	
2100	17-19-220-005-000	-	EX
2101	17-19-220-006-000	846	
2102	17-19-220-007-000	-	EX
2103	17-19-220-008-000	4,144	
2104	17-19-220-009-000	846	
2105	17-19-220-010-000	9,704	
2106	17-19-220-011-000	-	EX
2107	17-19-220-012-000	-	EX
2108	17-19-220-013-000	-	EX
2109	17-19-220-014-000	10,931	
2110	17-19-220-015-000	-	EX
2111	17-19-220-016-000	2,898	
2112	17-19-220-017-000	-	EX
2113	17-19-220-018-000	846	
2114	17-19-220-019-000	3,430	
2115	17-19-220-020-000	8,734	
2116	17-19-220-021-000	-	EX

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
2117	17-19-220-022-000	17,891	
2118	17-19-220-024-000	2,670	
2119	17-19-220-025-000	1,127	
2120	17-19-220-026-000	9,999	
2121	17-19-220-027-000	-	EX
2122	17-19-220-028-000	-	EX
2123	17-19-220-029-000	-	EX
2124	17-19-220-030-000	-	EX
2125	17-19-220-031-000	9,586	
2126	17-19-220-032-000	-	EX
2127	17-19-220-033-000	-	EX
2128	17-19-220-034-000	-	EX
2129	17-19-220-035-000	-	EX
2130	17-19-220-036-000	9,521	
2131	17-19-220-037-000	-	EX
2132	17-19-220-038-000	-	EX
2133	17-19-220-039-000	-	EX
2134	17-19-220-040-000	-	EX
2135	17-19-220-041-000	-	EX
2136	17-19-220-042-000	-	EX
2137	17-19-220-044-000	-	EX
2138	17-19-221-001-000	-	EX
2139	17-19-221-002-000	-	EX
2140	17-19-221-003-000	-	EX
2141	17-19-221-004-000	-	EX
2142	17-19-221-005-000	-	EX
2143	17-19-221-006-000	7,628	
2144	17-19-221-007-000	6,767	
2145	17-19-221-008-000	6,507	
2146	17-19-221-009-000	5,700	
2147	17-19-221-010-000	7,651	
2148	17-19-221-011-000	6,944	
2149	17-19-221-012-000	-	EX
2150	17-19-221-013-000	-	EX
2151	17-19-221-014-000	-	EX
2152	17-19-221-015-000	846	
2153	17-19-221-016-000	-	EX
2154	17-19-221-017-000	-	EX
2155	17-19-221-018-000	-	EX
2156	17-19-221-019-000	7,651	
2157	17-19-221-020-000	-	EX
2158	17-19-221-021-000	-	EX
2159	17-19-221-022-000	-	EX
2160	17-19-221-023-000	-	EX
2161	17-19-221-024-000	11,565	
2162	17-19-221-025-000	15,905	

**1996 Estimated EAV
By Tax Parcel
Western Ogden Redevelopment Project Area**

COUNT	PIN	Est. 1996EAV	Rail Road or Exempt
2163	17-19-221-026-000	9,424	
2164	17-19-221-027-000	8,174	
2165	17-19-221-028-000	-	
2166	17-19-221-029-000	-	EX
2167	17-19-221-030-000	-	EX
2168	17-19-221-033-000	-	EX
2169	17-19-221-034-000	-	EX
2170	17-19-221-035-000	-	EX
2171	17-19-221-036-000	-	EX
2172	17-19-221-037-000	-	EX
2173	17-19-221-038-000	-	EX
2174	17-19-221-039-000	-	EX
2175	17-19-221-042-000	-	EX
2176	17-19-221-043-000	2,860	
2177	17-19-221-044-000	7,346	
2178	17-19-221-045-000	-	
2179	17-19-221-046-000	11,391	EX
2180	17-19-221-047-000	-	
2181	17-19-221-048-000	-	EX
2182	17-19-221-049-000	-	EX
2183	17-19-222-001-000	-	EX
2184	17-19-222-004-000	5,997	RR
2185	17-19-222-005-000	39,077	
2186	17-19-222-006-000	138,772	
2187	17-19-222-007-000	10,064	
2188	17-19-222-008-000	-	
2189	17-19-222-009-000	-	RR
2190	17-19-223-004-000	-	RR
2191	17-19-223-010-000	-	RR
2192	17-19-223-014-000	-	RR
2193	17-19-223-015-000	361,770	RR
2194	17-19-223-016-000	17,749	
2195	17-19-223-017-000	154,045	
2196	17-19-223-018-000	289,840	
2197	17-19-300-002-000	-	
2198	17-19-300-003-000	-	RR
2199	17-19-300-004-000	-	RR
2200	17-19-300-037-000	2,795	RR
2201	17-19-300-040-000	-	
2202	17-19-300-041-000	989,799	RR
2203	17-19-300-042-000	-	
2204	17-19-400-002-000	279,252	RR
2205	17-19-400-015-600	-	
2206	17-19-400-015-600	-	RR
2207	17-19-500-001-000	-	RR
2208	17-19-500-002-000	-	RR

Table 3 Distribution of Blighting Factors
--continued--

Blight Factors	BLOCK NUMBERS										Totals major/minor
	77	78	79	80	81	82	83	86	87	88	
1 Age	■	■	■	■	■	■	■			■	69/2
2 Dilapidation	■	□	□	□		□				■	22/27
3 Obsolescence		□	□	□	■	□	□			□	23/46
4 Deterioration	■	■	■	■	■	■	□	□		■	66/8 0/0
5 Illegal use of individual structures											
6 Structures below minimum code	■	□	■	■	□	■				■	53/10
7 Excessive vacancies		□	■	■	□	□	■			□	28/30
8 Overcrowding of structures and community facilities											0/0
9 Lack of ventilation, light or sanitary facilities											0/0
10 Inadequate utilities											0/0
11 Excessive land coverage											8/15
12 Deleterious land-use or layout		□	□			□				□	15/24
13 Depreciation of physical maintenance	■	■	■	■	■	■	□	□		■	69/6
14 Lack of community planning	■	■	■	■	■	■	■			■	84/0

Not present or not examined
□ Present to a limited extent
■ Present to a major extent

Exhibit III

**WESTERN/OGDEN
TAX INCREMENT FINANCING
ELIGIBILITY STUDY**

City of Chicago, Illinois

October 7, 1997

City of Chicago
Richard M. Daley, Mayor

Exhibit III

**WESTERN/OGDEN
TAX INCREMENT FINANCING
ELIGIBILITY STUDY**

City of Chicago, Illinois

This Eligibility Study is subject to review
and comment and may be revised
after comment and hearing.

Prepared by:
Trkla, Pettigrew, Allen & Payne, Inc.

October 7, 1997

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EXECUTIVE SUMMARY

The purpose of this study is to determine whether the Western/Ogden Avenue Project Area (the "Project Area") qualifies for designation as a "blighted area" within the definitions set forth in the Tax Increment Allocation Redevelopment Act (the "Act"). The Act is found in Illinois Compiled Statutes, Chapter 65, Act 5, Section 11-74.4-1 *et. seq.*, as amended.

The findings presented in this study are based on surveys and analyses conducted by Andrew Heard and Associates, Ltd. and Trkla, Pettigrew, Allen & Payne, Inc. ("TPAP") for the Project Area of approximately 753.6 acres located three and one half miles southwest of the central business district of Chicago, Illinois.

The Project Area is an improved area that encompasses 86 full and partial blocks and 2,240 tax parcels of various sizes. The Project Area is generally bounded by Congress Parkway, Harrison Street, Polk Street and Roosevelt Road on the north; Ashland Avenue, Campbell Avenue and Western Avenue on the east; 21st Street, 18th Street and 16th Street on the south; and California Avenue, Talman Avenue, Rockwell Avenue, and Washtenaw Avenue on the west.

The boundaries of the Project Area are shown on Figure 1, *Boundary Map*. A more detailed description of the Project Area is presented in Section II, *The Western/Ogden Avenue Project Area*.

Figure 2, *Current Generalized Land Use*, demonstrates a generalized view of current land use patterns within the Project Area. This figure is generalized and does not constitute the totality of land uses on a parcel by parcel basis within the Project Area.

As set forth in the Act, "redevelopment project area" means an area designated by the municipality which is not less in the aggregate than 1½ acres, and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as an industrial park conservation area or a blighted area or a conservation area, or a combination of both blighted and conservation areas. The Western/Ogden Project Area exceeds the minimum acreage requirements of the Act.

As set forth in the Act, "conservation area" means any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of three or more of the following factors--dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; or lack of community planning--is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area.



A Subareas
--- Boundary

Figure 1
Boundary Map

Western/Ogden
Tax Increment Financing

Prepared By: *Trkla, Pettigrew, Allen, & Payne, Inc.*

As set forth in the Act, "blighted area" means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of five or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; or lack of community planning, is detrimental to the public safety, health, morals or welfare, or if vacant, the sound growth of the taxing districts is impaired by: (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land; or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused railyards, rail tracks or railroad rights-of way, or (5) the area, prior to the area's designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least five years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 or more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within five years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) of the subsections (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

While it may be concluded that the mere presence of the minimum number of the stated factors may be sufficient to make a finding of blight, this evaluation was made on the basis that the blighting factors must be present to an extent which would lead reasonable persons to conclude that public intervention is appropriate or necessary. Secondly, the distribution of blighting factors throughout the study area must be reasonable so that basically good areas are not arbitrarily found to be conservation areas or blighted simply because of proximity to areas which are blighted.

On the basis of this approach, the Project Area is found to be eligible as a blighted area within the definitions set forth in the Act. Specifically:

- Of the 14 blighting factors set forth in the Act for "improved" blighted areas, 10 are present in the Project Area. Nine factors (age, dilapidation, obsolescence, deterioration, structures below minimum code standards, excessive vacancies, deleterious land-use or layout, depreciation of physical maintenance and lack of community planning) are present to a major extent and one factor (excessive land coverage) is present to a limited extent. When assessing whether a factor is present to a major or minor extent throughout the Project Area as a whole the scope and severity of that factor is considered. Therefore the determination of major or minor extent is not simply a determination of a majority or minority of blocks with the factor present to a major or minor extent.
- Within the "improved" blighted area, vacant land and vacant parcels exist where buildings have been removed. These vacant sites are characterized by obsolete platting, diversity of ownership,

tax delinquency and are adjacent to deteriorating structures or site improvements so that these vacant areas qualify as vacant blighted areas under the Act.

- The factors present are reasonably distributed throughout the Project Area, including the vacant portions of the Project Area.
- All 86 blocks within the Project Area show the presence of blight factors.
- The Project Area includes only real property and improvements thereon substantially benefited by the proposed redevelopment project improvements.

I. BASIS FOR REDEVELOPMENT

The Illinois General Assembly made two key findings in adopting the Act:

1. That there exists in many municipalities within the State blighted and conservation areas; and
2. That the eradication of blighted areas and the treatment and improvement of conservation areas by redevelopment projects are essential to the public interest.

These findings were made on the basis that the presence of blight or conditions which lead to blight are detrimental to the safety, health, welfare and morals of the public.

To ensure that the exercise of these powers is proper and in the public interest, the Act also specifies certain requirements which must be met before a municipality can proceed with implementing a redevelopment project. One of these requirements is that the municipality must demonstrate that a prospective redevelopment project area qualifies either as a "blighted area" or as a "conservation area" within the definitions for each set forth in the Act (in Section 11-74.4-3), or a combination thereof. These definitions are described below.

ELIGIBILITY OF A BLIGHTED AREA

A blighted area may be either improved or vacant. If the area is improved (*e.g.*, with industrial, commercial and residential buildings or improvements), a finding may be made that the area is blighted because of the presence of a combination of five or more of the following fourteen factors:

- Age
- Dilapidation
- Obsolescence
- Deterioration
- Illegal use of individual structures
- Presence of structures below minimum code standards
- Excessive vacancies
- Overcrowding of structures and community facilities
- Lack of ventilation, light, or sanitary facilities
- Inadequate utilities
- Excessive land coverage
- Deleterious land-use or lay-out
- Depreciation of physical maintenance
- Lack of community planning.

If the area is vacant, it may be found to be eligible as a blighted area based on the finding that the sound growth of the taxing districts is impaired by one of the following criteria:

- A combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land.
- The area immediately prior to becoming vacant qualified as a blighted improved area.
- The area consists of an unused quarry or unused quarries.
- The area consists of unused railyards, rail tracks or railroad rights-of-way.
- The area, prior to the area's designation, is subject to chronic flooding which adversely impacts on real property which is included in or (is) in proximity to any improvement on real property which has been in existence for at least five years and which substantially contributes to such flooding.
- The area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites.
- The area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within five years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) of the subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

ELIGIBILITY OF A CONSERVATION AREA

A conservation area is an improved area in which 50 percent or more of the structures in the area have an age of 35 years or more and there is a presence of a combination of three or more of the fourteen factors listed below. Such an area is not yet a blighted area, but because of a combination of three or more of these factors, the area may become a blighted area.

- Dilapidation
- Obsolescence
- Deterioration
- Illegal use of individual structures
- Presence of structures below minimum code standards
- Abandonment
- Excessive vacancies
- Overcrowding of structures and community facilities
- Lack of ventilation, light, or sanitary facilities
- Inadequate utilities
- Excessive land coverage
- Deleterious land-use or lay-out
- Depreciation of physical maintenance
- Lack of community planning

While the Act defines a blighted area and a conservation area, it does not define the various factors for each, nor does it describe what constitutes the presence or the extent of presence necessary to make a finding that a factor exists. Therefore, reasonable criteria should be developed to support each local finding that an area qualifies as either a blighted area or as a conservation area. In developing these criteria, the following principles have been applied:

1. The minimum number of factors must be present and the presence of each must be documented;
2. For a factor to be considered present, it should be present to a meaningful extent so that a local governing body may reasonably find that the factor is clearly present within the intent of the Act; and
3. The factors should be reasonably distributed throughout the redevelopment project area.

It is also important to note that the test of eligibility is based on the conditions of the area as a whole; it is not required that eligibility be established for each and every property in the project area.

II. THE WESTERN/OGDEN PROJECT AREA

The Project Area is generally bounded on the north by sections of Congress Parkway and Roosevelt Road and includes a section extended east to Hoyne Avenue along the Harrison Street frontage; on the east by Ashland Avenue, south of Roosevelt Road; on the south by an irregular line which runs along the southern boundary of the C&NW Intermodal Railyard from 16th Street to 18th Street and sections of 21st Street; and on the west by and irregular line along sections of California Street and Washtenaw, Rockwell and Talman Avenues.

In total, the Project Area contains 623 buildings, 86 full and partial blocks, 2240 tax parcels of various sizes and encompasses 753.6 acres of land. The acreage is divided as indicated in Table 1 below. The entire Project Area contains a significant amount of vacant land consisting of major portions of blocks, in some cases, as well as scattered sites and individual parcels in industrial and residential blocks. For the purpose of identifying vacant land within the blighted "improved area" the Project Area is divided into four subareas, areas A,B,C and D. These subareas are illustrated in Figure 1, *Boundary Map*.

**Table 1: Acreage Distribution
Western/Ogden Avenue Project Area**

<u>Area</u>	<u>Total Acres</u>	<u>Vacant Land Acres</u>
• Rail Lines and Intermodal Yard	213.7	
• Subarea "A" Land*	121.8	38.7
• Subarea "B" Land*	106.9	55.8
• Subarea "C" Land*	104.2	8.4
• Subarea "D" Land*	30.6	15.9
• Streets and alley rights-of-way	176.4	
Total	753.6	118.8

*Subareas A through D are described in section IV of this report.

While a significant number of industrial businesses continue to operate in the Project Area, a number of problem conditions exist. These include: aging buildings; widespread deterioration of building and site conditions; obsolete building types; vacant buildings and vacant space within buildings; vacant and underutilized land areas littered with debris; and deferred maintenance. Local streets exhibit poor pavement conditions and a lack of curbs and walks. Viaducts north of Roosevelt Road are too low for semi-truck passage and exhibit deterioration of the concrete columns and retaining walls. Several areas are subject to excessive noise and fumes where industry conflicts with residential activity including truck traffic on local residential streets. Multiple blocks contain an incompatible mixture of residential, commercial and industrial uses.

III. ELIGIBILITY SURVEY AND ANALYSIS FINDINGS: IMPROVED AREAS

An analysis was made of each of the eligibility factors listed in the Act for blighted areas to determine whether each or any are present in the Project Area, and if so, to what extent and in what locations. Surveys and analyses conducted by TPAP and Andrew Heard & Associates included:

1. Exterior survey of the condition and use of each building;
2. Site surveys of streets, alleys, sidewalks, curbs and gutters, lighting, parking facilities, landscaping, fences and walls, and general property maintenance;
3. Analysis of existing uses and their relationships;
4. Comparison of current land use to current zoning ordinance and the current zoning map;
5. Analysis of original and current platting and building size and layout;
6. Analysis of vacant sites and vacant buildings;
7. Analysis of building floor area and site coverage;
8. Analysis of building permits issued for the Project Area from 1991 through 1996; and
9. Review of previously prepared plans, studies and data.

Figure 3 presents the survey form used to record building conditions.

A factor noted as “not present” indicates either that no information was available or that no evidence could be documented as part of the various surveys and analyses. A factor noted as “present to a limited extent” indicates that conditions exist which document that the factor is present, but that the distribution or impact of the blight condition is limited. Finally, a factor noted as “present to a major extent” indicates that conditions exist which document that the factor is present throughout major portions of the block, and that the presence of such conditions has a major adverse impact or influence on adjacent and nearby development.

The following statement of findings is presented for each blight factor listed in the Act. The conditions that exist and the relative extent to which each factor is present in the Project Area are described. What follows is the summary evaluation of the 14 factors for an “improved” blighted area. The factors are presented in order of their listing in the Act.

A. AGE

Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures over a period of years. Since building deterioration and related structural problems can be a function of time, temperature, moisture and level of maintenance over an extended period of years, structures which are 35 years or older typically exhibit more problems and require greater maintenance than more recently constructed buildings. Structures within the Project Area are some of the oldest industrial buildings in the city, most of which were built between the 1880's and the 1920's.

Of the 623 buildings within the Project Area, 590, or 94.7%, are 35 years of age or older. Age as a factor of blight is present to a major extent in 69 blocks (87%) and to a limited extent in 2 blocks (3%) out of the 79 blocks in the Project Area containing buildings.

Figure 4, *Age*, illustrates the location of all buildings in the Project Area which are more than 35 years of age.

B. DILAPIDATION

Dilapidation refers to advanced disrepair of buildings and site improvements. Webster's New Collegiate Dictionary defines "dilapidate," "dilapidated" and "dilapidation" as

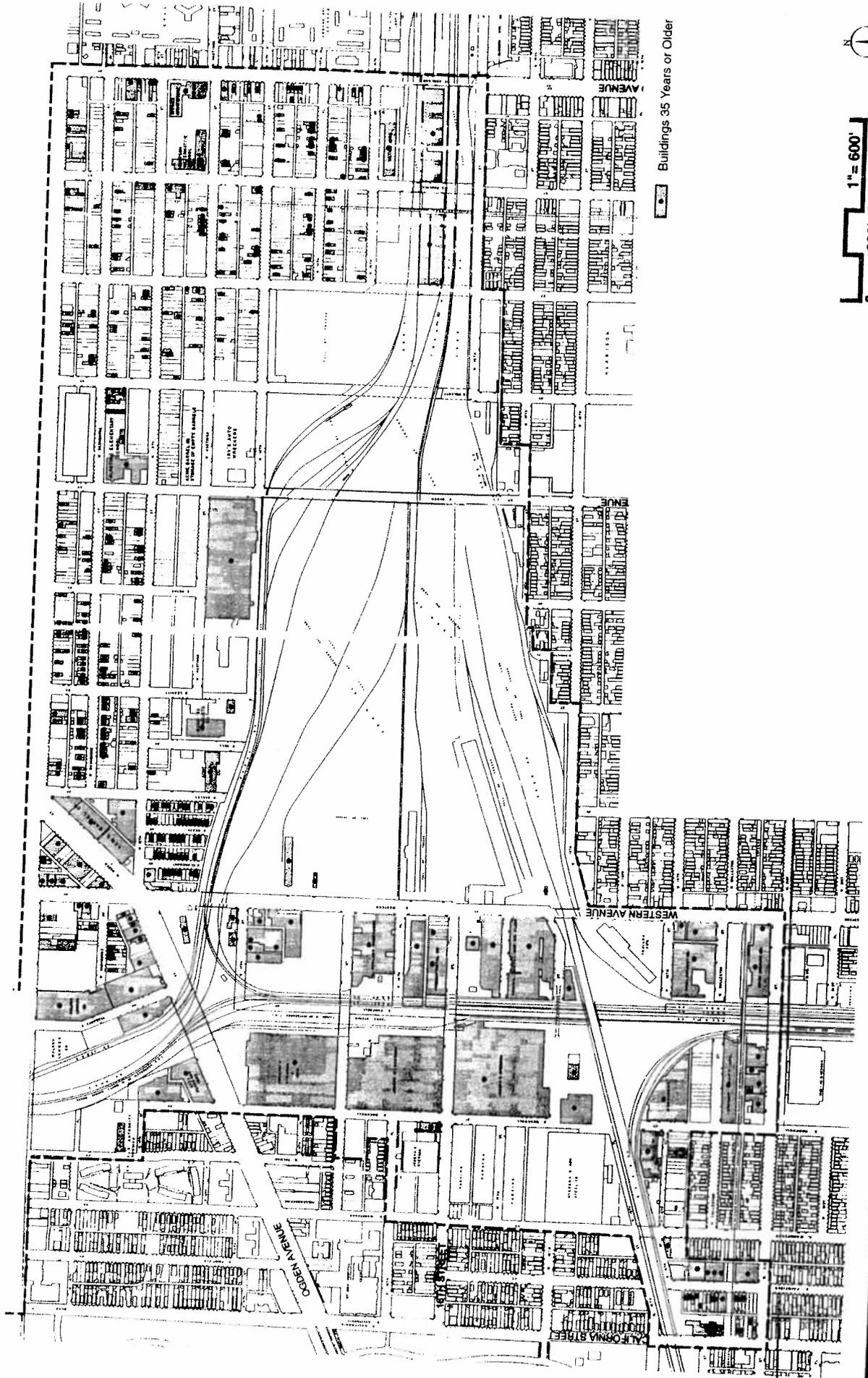
Dilapidate, "... to become or cause to become partially ruined and in need of repairs, as through neglect."

Dilapidated, "... falling to pieces or into disrepair; broken down; shabby and neglected."

Dilapidation, "... dilapidating or becoming dilapidated; a dilapidated condition."

To determine the existence of dilapidation, an assessment was undertaken of all buildings within the Project Area. The process used for assessing building conditions, the standards and criteria used for evaluation, and the findings as to the existence of dilapidation are presented below.

The building condition analysis is based on an exterior inspection of all buildings undertaken during the period March to August of 1997. Noted during the inspections were structural deficiencies in building components and other related deficiencies in the Project Area.



Buildings 35 Years or Older



1. Building Components Evaluated.

During the field survey, each component of a building was examined to determine whether it was in sound condition or had minor, major, or critical defects. Building components examined were of two types:

Primary Structural

These include the basic elements of any building: foundation walls, load bearing walls and columns, roof and roof structure.

Secondary Components

These components are generally secondary to the primary structural components and are necessary parts of the building, including porches and steps, windows and window units, doors and door units, chimneys, gutters and downspouts.

Each primary and secondary component was evaluated separately as a basis for determining the overall condition of individual buildings. This evaluation considered the relative importance of specific components within a building, and the effect that deficiencies in the various components have on the remainder of the building.

2. Building Rating Classifications

Based on the evaluation of building components, each building was rated and classified into one of the following categories:

Sound

Buildings which contain no defects, are adequately maintained, and require no treatment outside of normal maintenance as required during the life of the building.

Deficient

Buildings which contain defects (loose or missing material or holes and cracks) over either limited or widespread areas which may or may not be correctable through the course of normal maintenance (depending on the size of the building or number of buildings in a large complex). Deficient buildings contain defects which, in the case of limited or minor defects, clearly indicate a lack of or a reduced level of maintenance. In the case of major defects, advanced defects are present over widespread areas would require major upgrading and significant investment to correct.

Dilapidated

Buildings which contain major defects in primary and secondary components over widespread areas. The defects are so serious and advanced that the building is considered to be substandard, requiring improvements or total reconstruction. Corrective action may not be feasible.

Of the 623 buildings within the Project Area, 183, or 29.4% are in a substandard (dilapidated) condition. The factor of dilapidation is present to a major extent in 22 (28%) blocks and to a limited extent in 27 (34%) blocks of the 79 blocks containing buildings.

Figure 5, *Dilapidation*, illustrates the location of substandard buildings in the Project Area.

C. OBSOLESCENCE

Webster's New Collegiate Dictionary defines "obsolescence" as "being out of use; obsolete." "Obsolete" is further defined as "no longer in use; disused" or "of a type or fashion no longer current." These definitions are helpful in describing the general obsolescence of buildings or site improvements in a proposed redevelopment project area. In making findings with respect to buildings, it is important to distinguish between functional obsolescence, which relates to the physical utility of a structure, and economic obsolescence, which relates to a property's ability to compete in the market place.

Functional Obsolescence

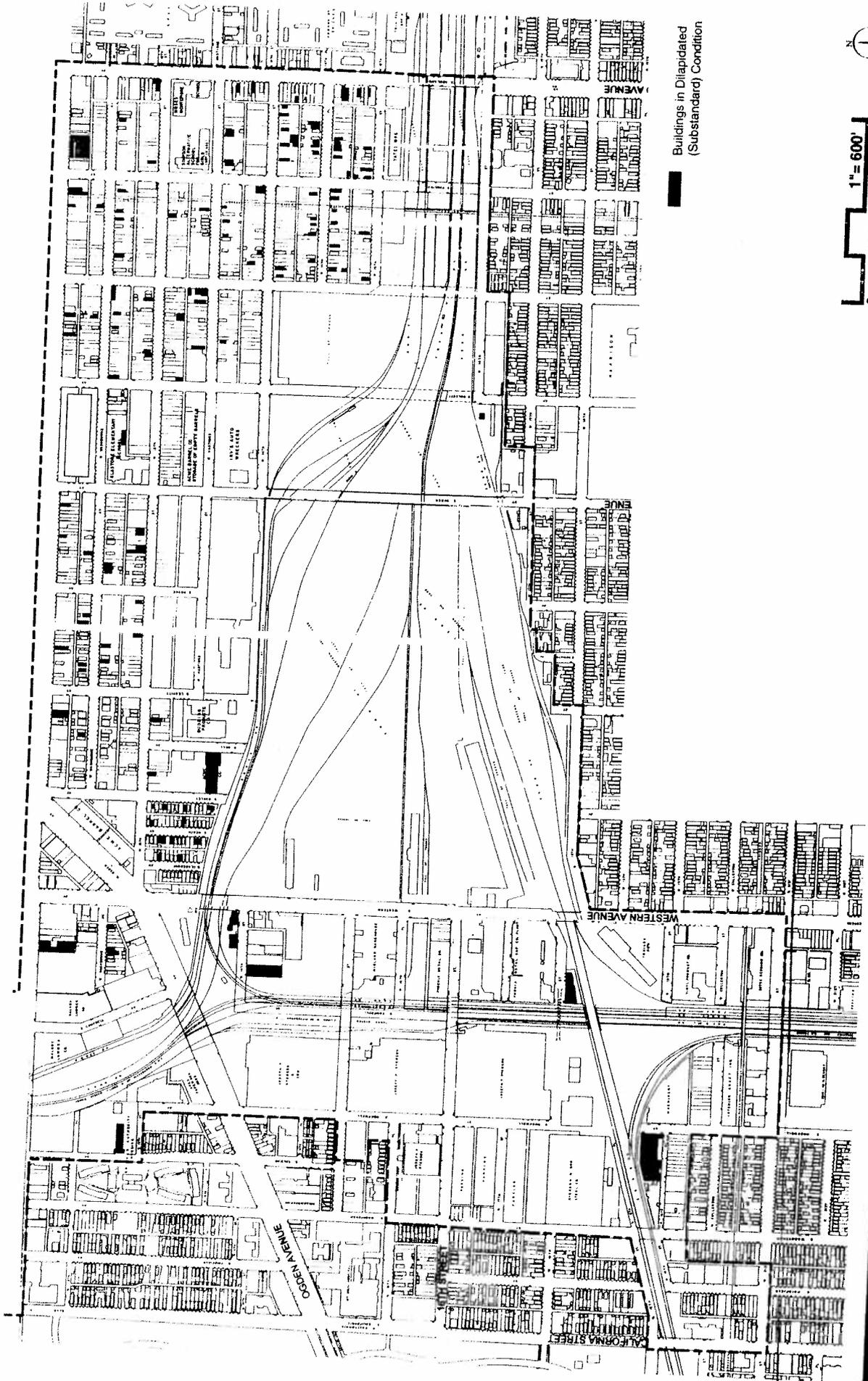
Historically, structures have been built for specific uses or purposes. The design, location, height, and space arrangement are intended for a specific occupant at a given time. Buildings become obsolete when they contain characteristics or deficiencies which limit their use and marketability after the original use ceases. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, the improper orientation of the building on its site, etc., which detracts from the overall usefulness or desirability of a property.

Economic Obsolescence

Economic obsolescence is normally a result of adverse conditions which cause some degree of market rejection and, hence, depreciation in market values.

Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of obsolescence may include inadequate utility capacities, outdated designs, etc.

Obsolescence as a factor should be based upon the documented presence and reasonable distribution of buildings and site improvements evidencing such obsolescence.



Buildings in Dilapidated
(Substandard) Condition



Figure 5 Dilapidation

1. Obsolete Building Types

Functional or economic obsolescence in buildings, which limits their long-term use or reuse, is typically difficult and expensive to correct. Deferred maintenance, deterioration and vacancies often result. The presence of obsolete buildings can have an adverse effect on nearby and surrounding development and detract from the physical, functional and economic vitality of the area.

Characteristics observed in the obsolete buildings include the following:

- Small, narrow buildings with limited floor plate.
- Single purpose buildings designed for a specific use which are not easily adaptable or suited to other uses, including metal storage or butler-type industrial buildings and accessory buildings.
- Buildings with inadequate column spacing or floor plans which limit space divisions.
- Multi-story industrial buildings with inefficient or outdated mechanical systems, including lack of central air conditioning, limited lighting and small elevators or the lack of freight elevators.
- Buildings which lack, or have limited fire and life safety provisions would be difficult to upgrade to code compliance.
- Lack of, or inadequate, loading facilities within buildings, or due to excessive land coverage.
- Buildings with single-pane windows and limited insulation, resulting in high energy loss.
- Lack of ADA (American Disability Act) access provisions at entry areas, elevators and in bathrooms.
- Residential buildings converted to accommodate additional units or converted/expanded to accommodate commercial activity.

Seventy-six of the 623 buildings in the Project Area are impacted by obsolescence. Buildings characterized by obsolescence are limited in their efficient or economic use consistent with contemporary standards.

2. Obsolete Platting

The Project Area was originally platted well before the turn of the century. The rail lines, rail yards and the diagonal alignment of Ogden Avenue contributed to an inconsistent pattern of block sizes and shapes resulting in parcels of varying configuration and depth. Residential blocks outside of the industrial areas are platted in the typical grid pattern dominated by parcels of 25 feet width and include some smaller. Overall, the platting within the Project Area is not consistent with modern day industrial standards.

Obsolescence, including obsolete buildings and obsolete platting as a factor is present to a major extent in 23 blocks (26%) and to a limited extent in 46 blocks (52%) out of a total of 86 blocks.

Figure 6, *Obsolescence*, illustrates the location of obsolete buildings and obsolete platting in the Project Area.

D. DETERIORATION

Deterioration refers to any physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair.

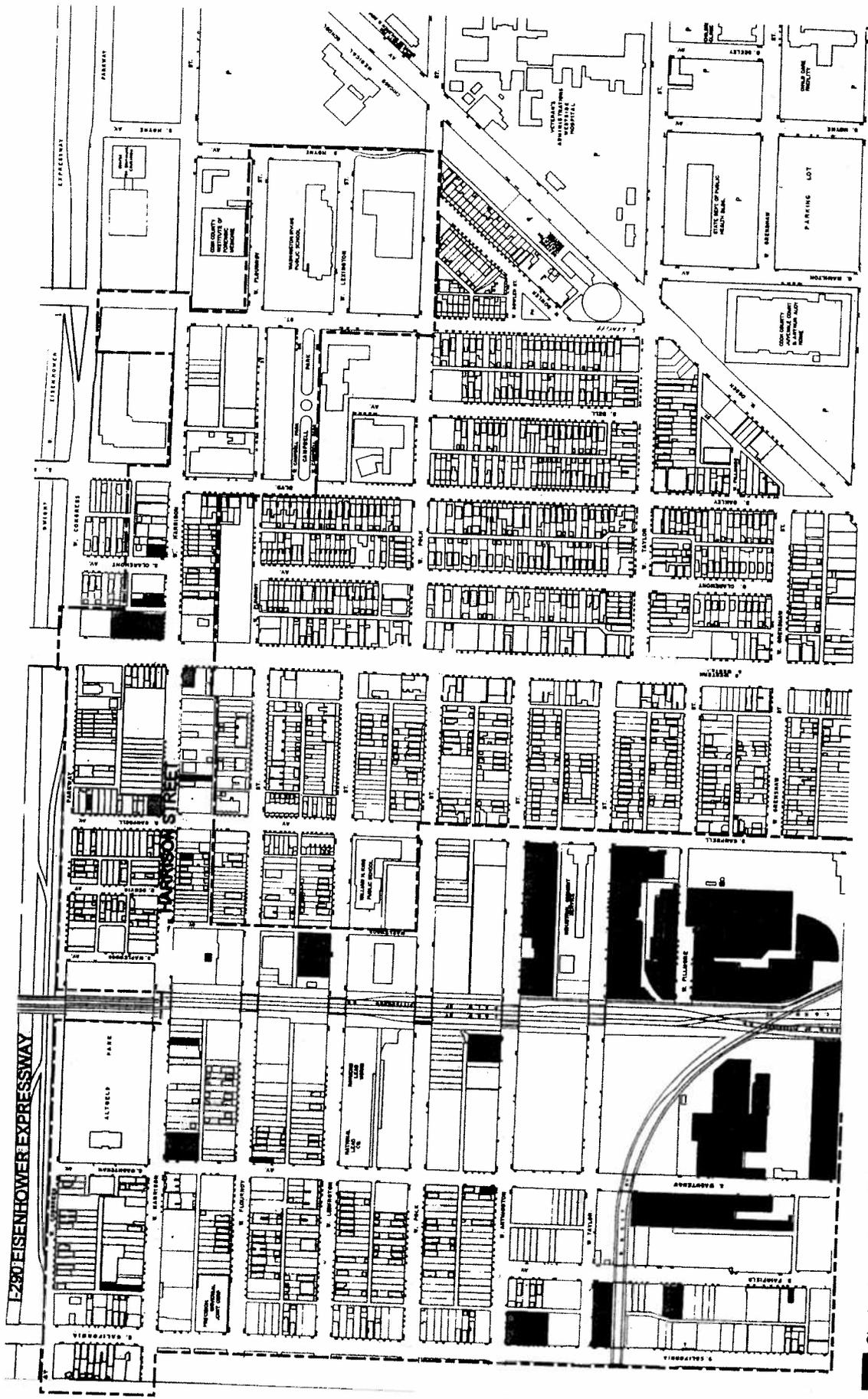
- Deterioration may be evident in basically sound buildings containing minor defects, such as lack of painting, loose or missing materials, or holes and cracks over limited areas. This deterioration can be corrected through normal maintenance.
- Deterioration which is not easily correctable and cannot be accomplished in the course of normal maintenance may also be evident in buildings. Such buildings may be classified as minor deficient or major deficient buildings, depending upon the degree or extent of defects. Minor deficient and major deficient buildings are characterized by defects in the secondary building components (*e.g.*, doors, windows, fire escapes, gutters and downspouts, fascia materials, etc.), and defects in primary building components (*e.g.*, foundations, exterior walls, floors, roofs, etc.), respectively.

It should be noted that all buildings and site improvements classified as dilapidated are also deteriorated.

Deterioration of Buildings

The analysis of building deterioration is based on the survey methodology and criteria described in the preceding section on "Dilapidation." Of the total 623 buildings, including dilapidated buildings, 581, or 93%, are classified as deteriorating or deteriorated.

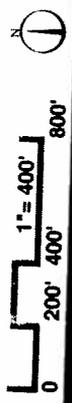
Table 2, *Summary of Building Deterioration*, summarizes building deterioration within the blocks containing buildings in the Project Area.

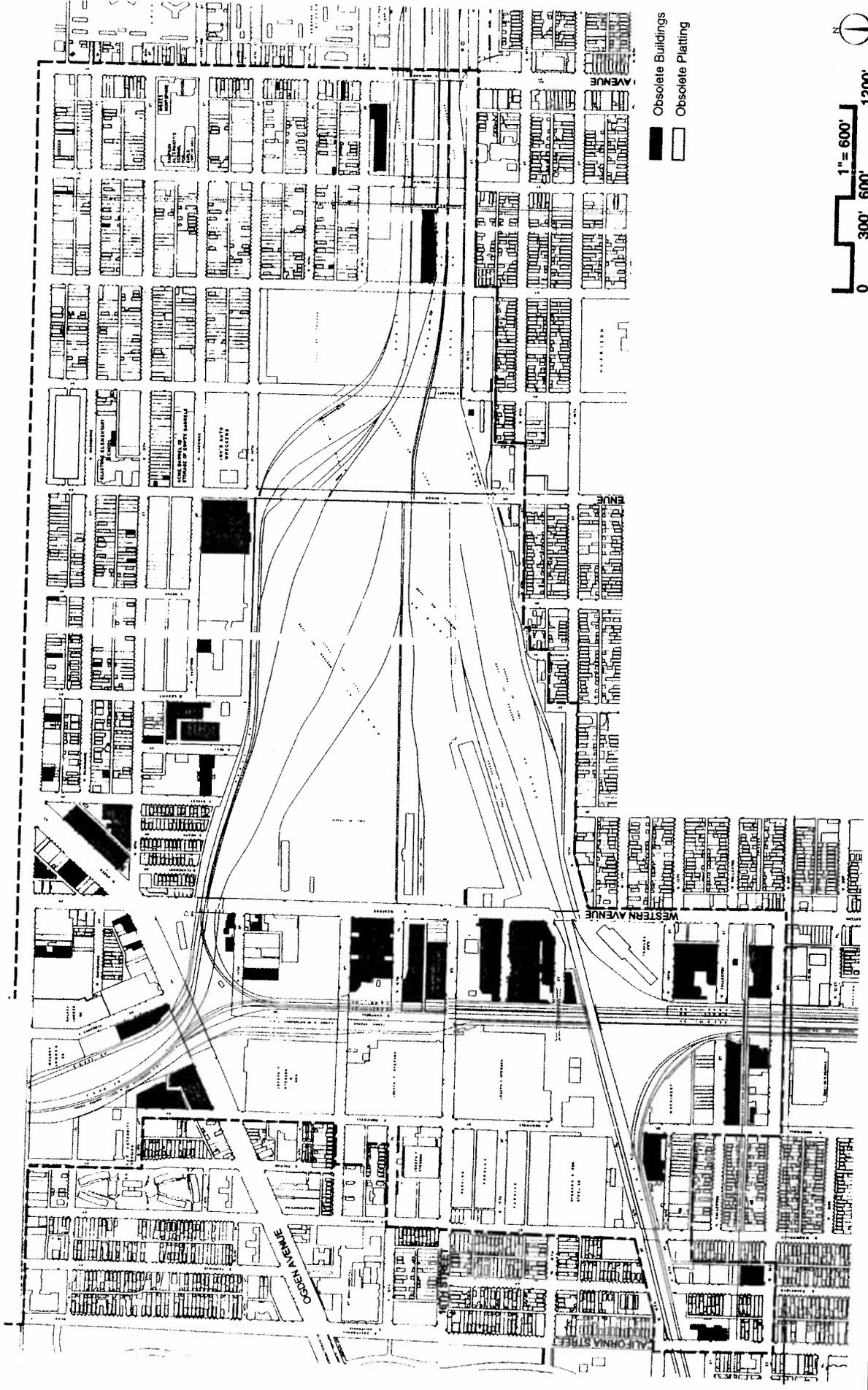


Obsolete Buildings
 Obsolete Platting

Figure 6 Obsolescence

Western/Ogden (Northern Area)
Tax Increment Financing Redevelopment District





Western/Ogden

Tax Increment Financing Redevelopment Project Area

Figure 6 Obsolescence

Chicago, Illinois
Prepared By: Trkla Patterson Allen & Partners, Inc.

Deterioration of Street Pavement, Alleys, Curbs, Gutters and Sidewalks

Field surveys were conducted to identify the condition of streets, alleys, curbs, gutters and sidewalks in the Project Area. Except for major streets such as California, Western, portions of Damen, Ashland, Congress Parkway, Roosevelt Road (excluding the frontage road sections) all local streets contain poor pavement conditions, lack curbs or walks in most blocks, and are littered with debris. These conditions are especially widespread in the blocks west of Western Avenue.

Deterioration as a factor is present to a major extent in 66 blocks (75%) and to a limited extent in 8 blocks (9%) of the total 86 blocks within the Project Area.

Figure 7, *Deterioration*, illustrates deterioration within the Project Area.

E. ILLEGAL USE OF INDIVIDUAL STRUCTURES

Illegal use of individual structures refers to the presence of uses or activities which are not permitted by law.

No illegal uses of individual structures were evident from the field surveys conducted.

Table 2: Summary of Building Deterioration

Survey Block No.	No. Of Buildings	Building Condition		
		Sound	Deteriorated/ Deteriorating	Substandard/ Dilapidated
1	12	3	5	4
2	9	0	7	2
3	11	0	8	3
4	27	0	23	4
5	10	0	9	1
6	3	0	0	3
7	9	0	7	2
8	1	0	1	0
9	5	0	5	0
10	4	1	3	0
11	6	1	5	0
12	1	0	1	0
13	10	2	7	1
14	22	1	17	4
15	4	1	2	1
16	8	1	7	0
17	3	0	3	0
18	9	1	5	3
19	4	0	4	0
20	9	2	6	1
21	0	0	0	0
22	3	1	2	0
23	0	0	0	0
24	17	1	16	0
25	7	0	7	0
26	4	1	2	1
27	1	0	1	0
28	5	0	5	0
29	3	0	3	0
30	3	0	3	0
31	3	0	1	2
32	7	1	5	1
33	1	0	1	0
34	2	0	2	0
35	5	1	4	0
36	9	0	9	0
37	18	0	11	7
38	20	0	13	7

Table 2: Summary of Building Deterioration (Cont.'d)

Survey Block No.	No. Of Buildings	Building Condition		
		Sound	Deteriorated/ Deteriorating	Substandard/ Dilapidated
39	14	0	12	2
40	15	0	15	0
41	13	0	9	4
42	21	0	16	5
43	10	1	6	3
44	14	0	7	7
45	1	1	0	0
46	8	2	5	1
47	2	1	1	0
48	11	0	8	3
49	13	0	6	7
50	11	0	5	6
51	4	0	3	1
52	5	0	1	4
53	8	0	4	4
54	10	0	8	2
55	14	0	8	6
56	11	0	4	7
57	12	0	3	9
58	4	0	3	1
59	9	0	5	4
60	2	1	1	0
61	10	0	4	6
62	20	0	8	12
63	16	0	3	13
70	1	0	1	0
71	2	1	0	1
72	0	0	0	0
73	6	0	2	4
74	18	2	9	7
75	2	2	0	0
76	4	0	2	2
77	8	0	4	4
78	14	5	7	2
79	7	0	5	2
80	3	1	1	1

Table 2: Summary of Building Deterioration (Cont.'d)

Survey Block No.	No. Of Buildings	Building Condition		
		Sound	Deteriorated/ Deteriorating	Substandard/ Dilapidated
81	5	0	5	0
82	10	4	3	3
83	1	0	1	0
85	1	1	0	0
86	0	0	0	0
87	2	2	0	0
88	6	0	3	3
Project Area Total	623	42	398	183
Percent	100.0	6.7	63.9	29.4

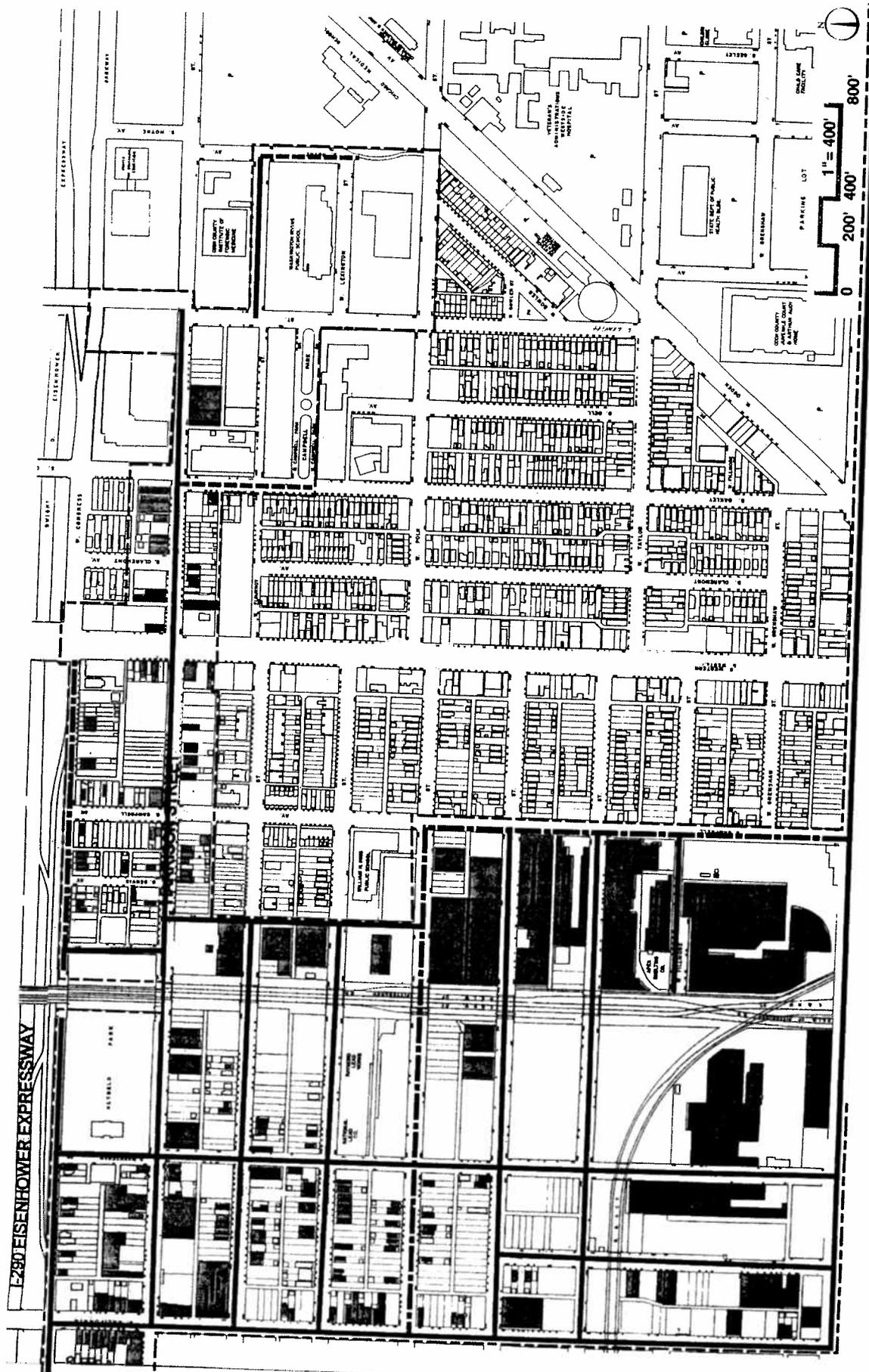
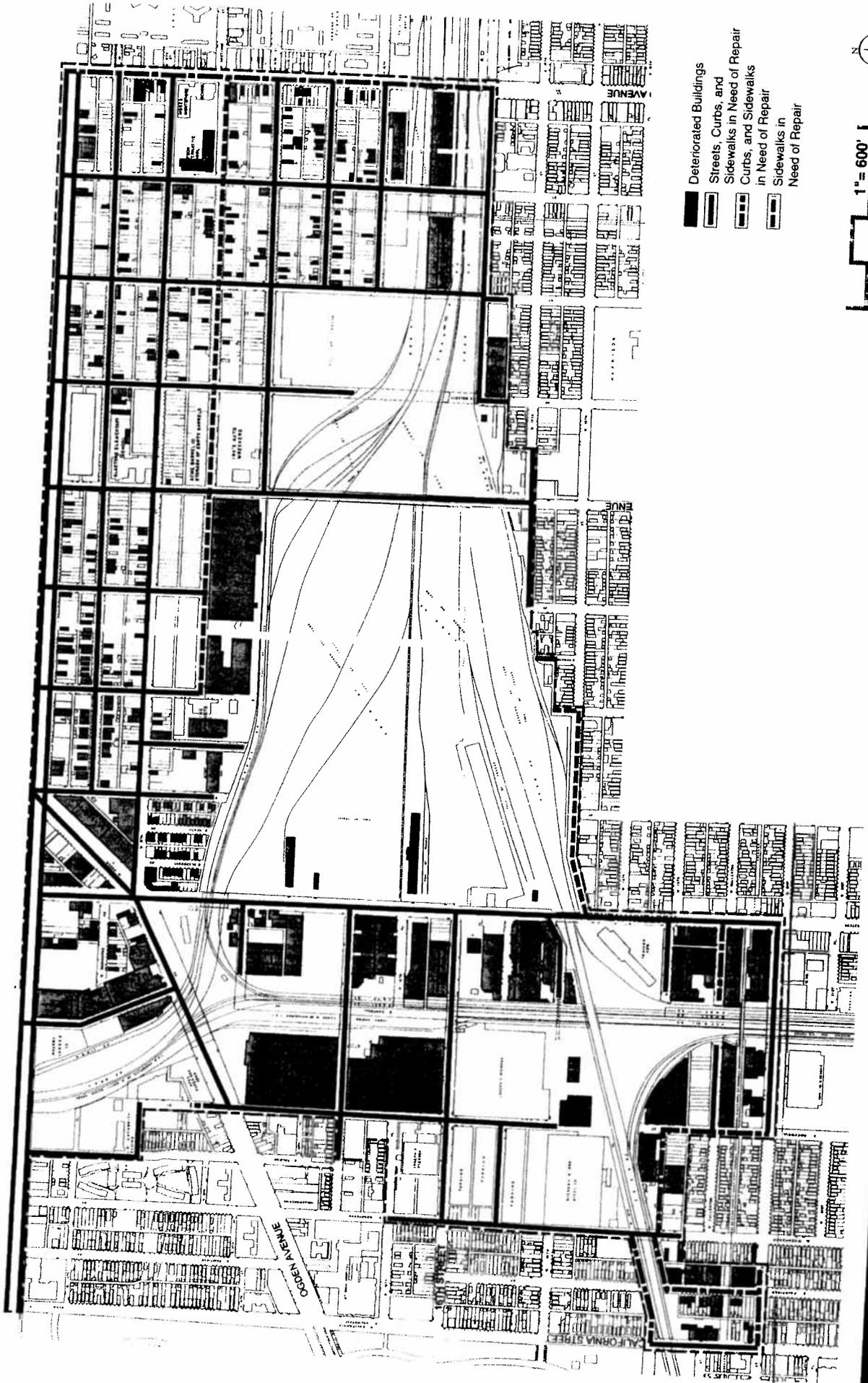


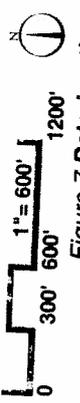
Figure 7 Deterioration

- Deteriorated Buildings
- ▬ Streets, Curbs, and Sidewalks in Need of Repair
- ▬ Curbs, and Sidewalks in Need of Repair
- ▬ Sidewalks in Need of Repair

Western/Ogden (Northern Area)
 Tax Increment Financing Reinvestment



-  Deteriorated Buildings
-  Streets, Curbs, and Sidewalks in Need of Repair
-  Curbs, and Sidewalks in Need of Repair
-  Sidewalks in Need of Repair
-  Need of Repair



F. PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Structures below minimum code standards include all structures which do not meet the standards of subdivision, building, housing, property maintenance, fire, or other governmental codes applicable to the property. The principal purposes of such codes are to require buildings to be constructed so that they will be strong enough to support the loads expected, to be safe for occupancy against fire and similar hazards, and/or to establish minimum standards essential for safe and sanitary habitation. Structures below minimum code are characterized by defects or deficiencies which threaten health and safety.

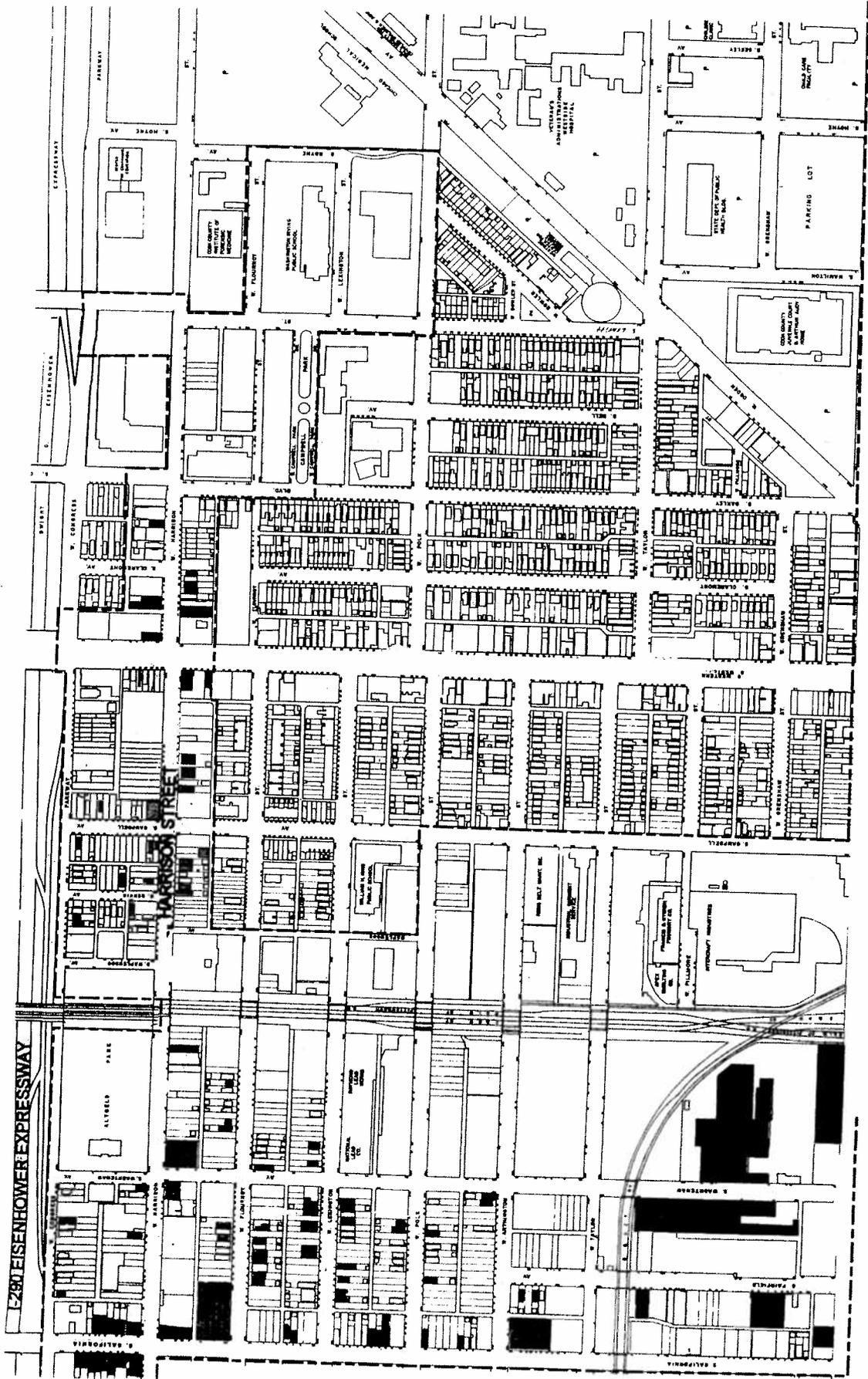
Determination of the presence of structures below minimum code standards was based upon visible defects and advanced deterioration of building components from the exterior surveys. Of the total 623 buildings, 391, or 63%, exhibited advanced deterioration and defects which are below the standards for existing buildings and property maintenance codes of the City of Chicago.

The factor of structures below minimum code standards is present to a major extent in 53 blocks (67%) and to a limited extent in 10 blocks (13%) of the total 79 blocks containing buildings. Figure 8 illustrates the location of buildings below minimum code standards.

G. EXCESSIVE VACANCIES

Excessive vacancies refers to the presence of buildings or sites which are either unoccupied or not fully utilized, and which exert an adverse influence on the surrounding area because of the frequency or duration of vacancies. Excessive vacancies include properties for which there is little expectation for future occupancy or utilization.

Excessive building vacancies are found throughout much of the Project Area. Vacancies include buildings which are entirely vacant and buildings with vacant floor areas. Vacancies are prevalent in industrial buildings, including large multi-story warehouses, commercial buildings and residential buildings.

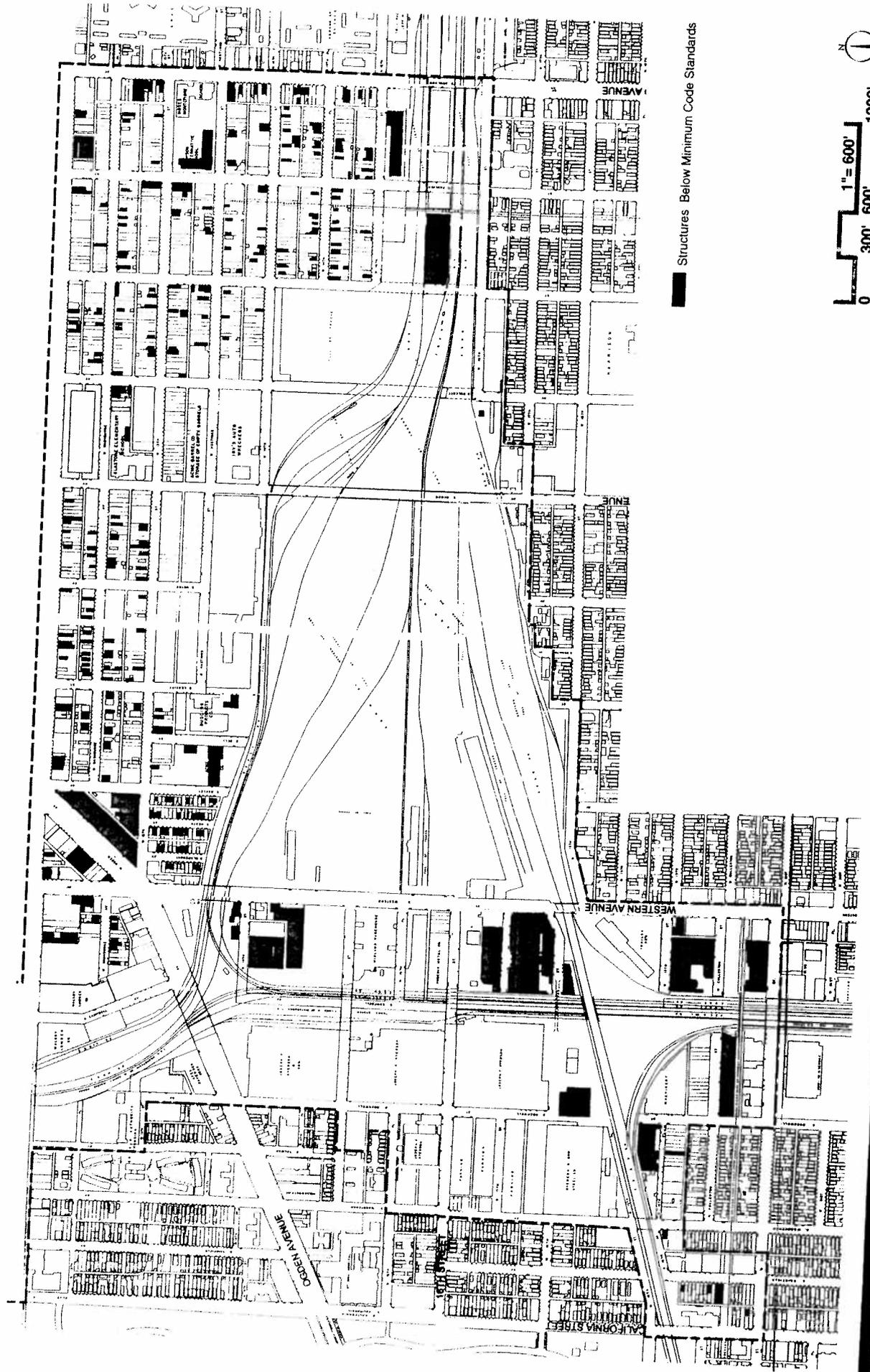


Structures Below Minimum Code Standards

Figure 8 Structures Below Minimum Building Codes

Western/Ogden (Northern Area)

Tax Increment Financing Redevelopment Priority Area



Structures Below Minimum Code Standards

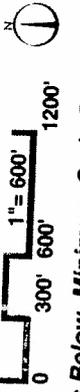


Figure 8 Structures Below Minimum Code Standards

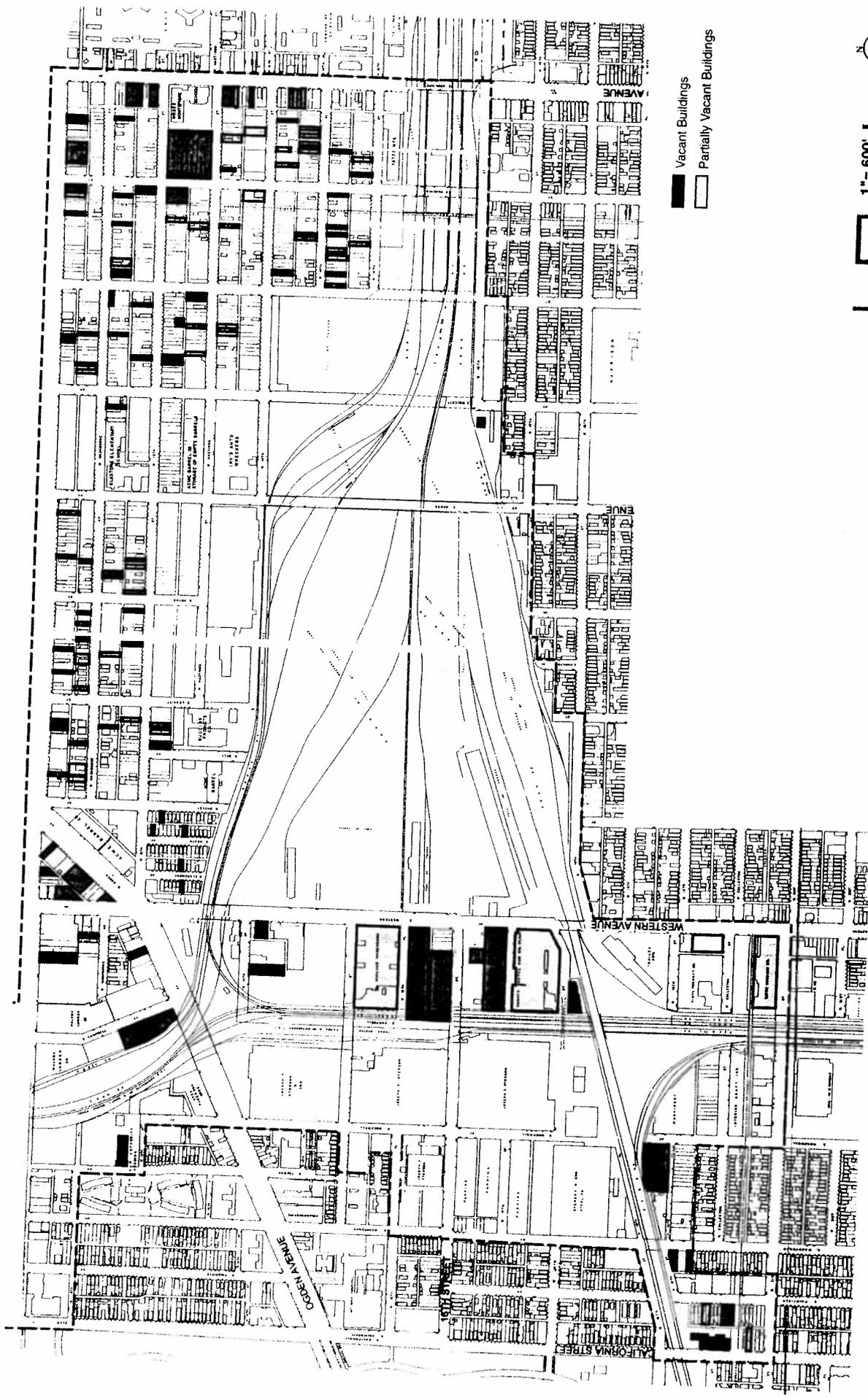
Information regarding vacancies in individual buildings was obtained from exterior building surveys conducted by TPAP and Andrew Heard & Associates. Vacancies were determined on a combination of shuttered or gutted buildings, boarded buildings, obvious vacant units or areas based on visible signs of either a lack of occupants or signs advertising space available.

In addition to vacant buildings and vacancies within buildings, the Project Area contains large vacant areas and vacant parcels within all blocks. Vacant land areas within the Project Area is discussed later in this report.

Of the total 623 buildings, 205, or 33% are buildings which are either partially or totally vacant.

Excessive vacancies as a factor is present to a major extent in 28 blocks (35%) and to a limited extent in 30 blocks (38%).

Figure 9, *Excessive Vacancies*, illustrates buildings in the Project Area which are 20 percent or more vacant.



H. OVERCROWDING OF STRUCTURES AND COMMUNITY FACILITIES

Overcrowding of structures and community facilities refers to the utilization of public or private buildings, facilities, or properties beyond their reasonable or legally permitted capacity. Overcrowding is frequently found in buildings originally designed for a specific use and later converted to accommodate a more intensive use without adequate regard for minimum floor area requirements, privacy, ingress and egress, loading and services, capacity of building systems, etc.

No conditions of overcrowding of structures and community facilities have been documented as part of the exterior or interior surveys undertaken within the Project Area.

I. LACK OF VENTILATION, LIGHT, OR SANITARY FACILITIES

Lack of ventilation, light, or sanitary facilities refers to substandard conditions which adversely affect the health and welfare of building occupants, *e.g.*, residents, employees, or visitors.

Typical requirements for ventilation, light, and sanitary facilities include:

- Adequate mechanical ventilation for air circulation in spaces/rooms without windows, *i.e.*, bathrooms, and rooms that produce dust, odor or smoke;
- Adequate natural light and ventilation by means of skylights or windows, proper window sizes, and adequate room area to window area ratios; and
- Adequate sanitary facilities, *i.e.*, garbage storage/enclosure, bathroom facilities, hot water, and kitchens.

The factor of lack of ventilation, light, or sanitary facilities is not documented as part of the exterior surveys conducted for the Project Area.

J. INADEQUATE UTILITIES

Inadequate utilities refers to deficiencies in the capacity or condition of utilities which service a property or area, including, but not limited to, storm drainage, water supply, electrical power, streets, sanitary sewers and natural gas.

While no determination of existing utilities and conditions of inadequate utilities has been documented as part of the surveys and analyses undertaken within the Project Area, existing utilities may need to be relocated or upgraded to adequately serve new development.

K. EXCESSIVE LAND COVERAGE

Excessive land coverage refers to the over-intensive use of land and the crowding of buildings and accessory facilities on a site. Problem conditions include buildings either improperly situated on the parcel or located on parcels of inadequate size and shape in relation to present-day standards for health and safety. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of the spread of fires due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and inadequate provisions for loading and service. Excessive land coverage has an adverse or blighting effect on nearby development.

Twenty-two (25%) of the 88 blocks within the Project Area contain industrial, commercial or public buildings which occupy from 90% to 100% of the lot with no or limited provisions for off-street parking, loading or servicing of these properties. These conditions result in negative impacts on adjacent properties, including residential blocks, with truck and employee parking and circulation spilling onto local streets.

The factor of excessive land coverage is present to a major extent in 8 (9%) blocks and to a limited extent in 15 blocks (17%).

Figure 10, *Excessive Land Coverage*, illustrates these properties within the Project Area.

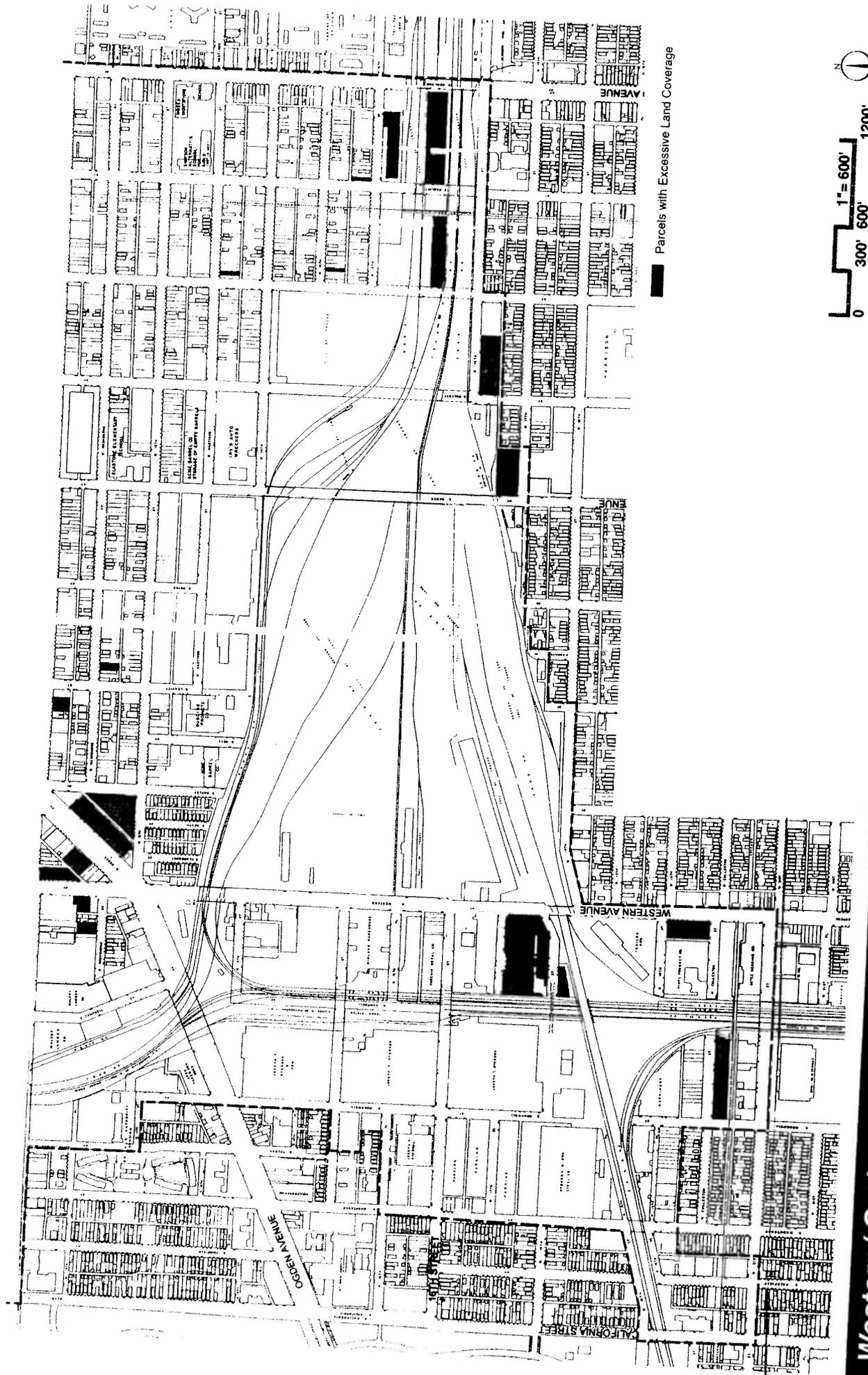


Figure 10 Excessive Land Coverage

L. DELETERIOUS LAND-USE OR LAYOUT

Deleterious land-uses include all instances of incompatible land-use relationships, buildings occupied by inappropriate mixed uses, and uses which may be considered noxious, offensive or otherwise environmentally unsuitable.

Deleterious layout includes evidence of improper or obsolete platting of the land, inadequate street layout, and parcels of inadequate size or shape to meet contemporary development standards. It also includes evidence of improper layout of buildings on parcels and in relation to other nearby buildings.

Throughout much of the Project Area, there are blocks which contain a mixture of uses characterized by residential uses located within commercial corridors, or residential uses within, or in close proximity to, industrial areas. Several enclaves of residential blocks are surrounded by industrial activity. A limited number of commercial uses are also located in predominantly residential blocks. The incompatible mix and resulting conditions continue to have a negative affect in the areas adjacent to blocks in which these conditions are present.

The factor of deleterious land-use or layout is present to a major extent in 15 blocks (17%) and to a limited extent in 24 blocks (27%).

Figure 11, *Deleterious Land Use or Layout*, illustrates these conditions in the Project Area.

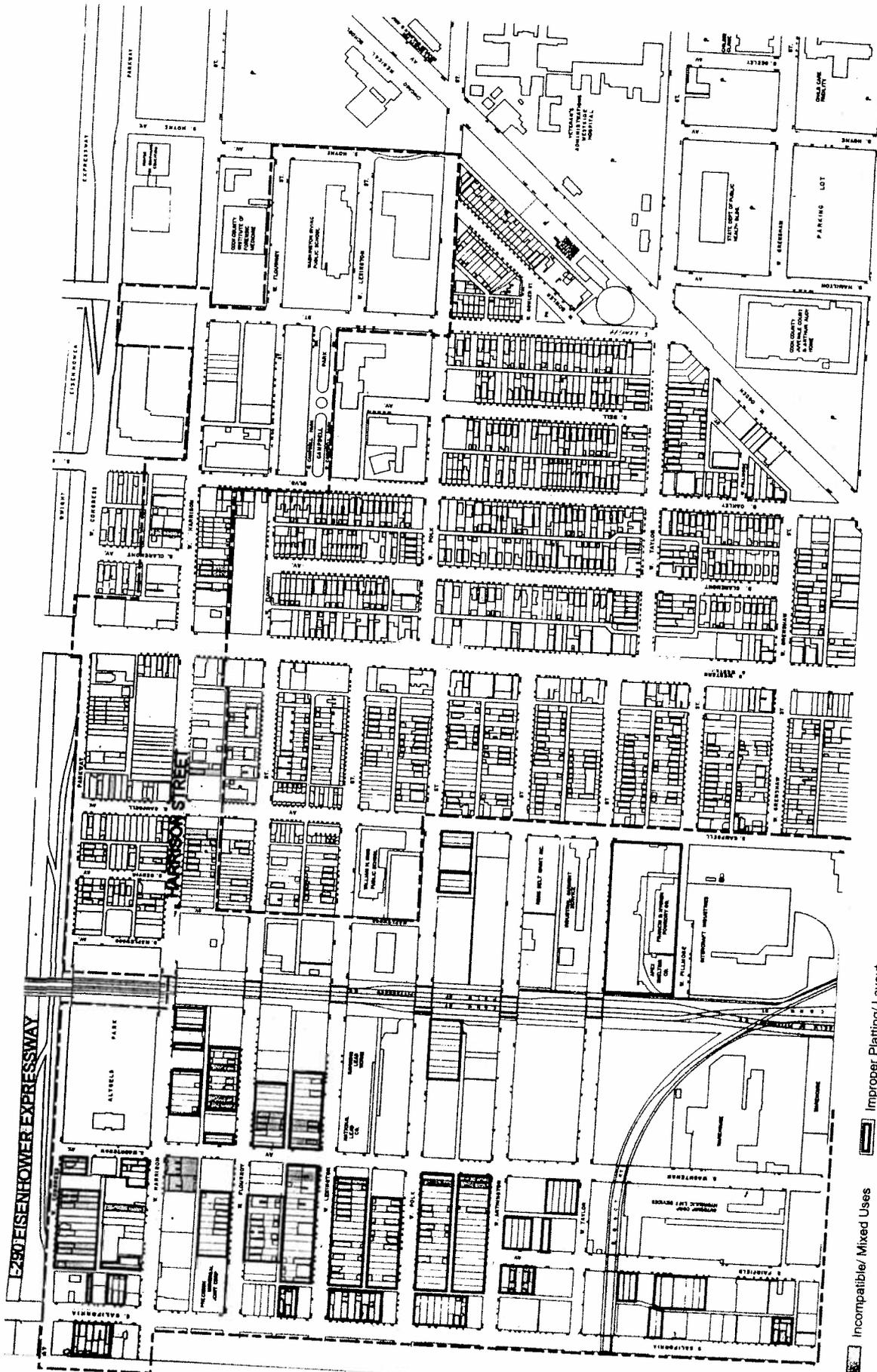
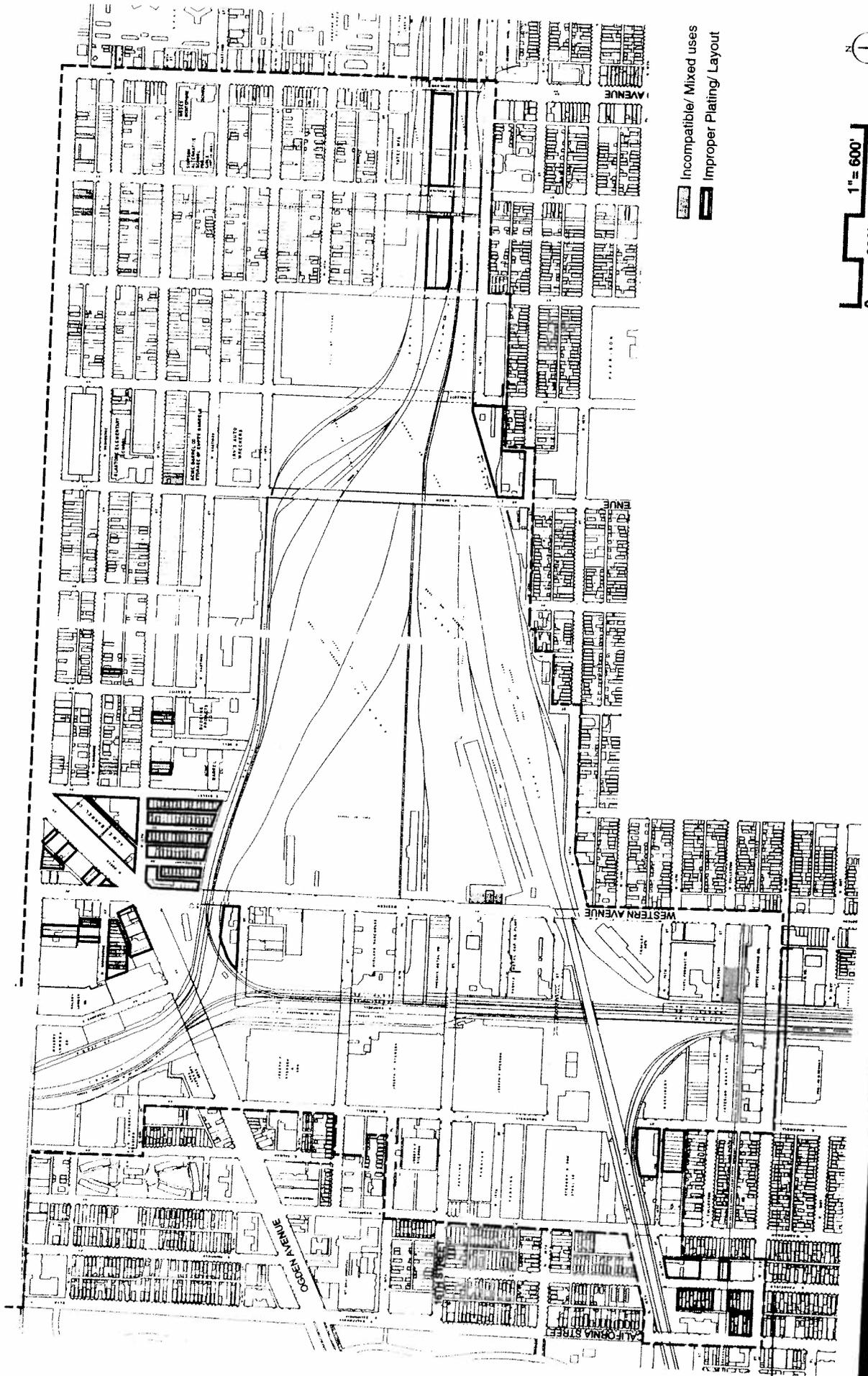


Figure 11 Deleterious Land Use/Layout
 Tax Increment Financing Redevelopment Project Area

Western/Ogden (Northern Area)

Tax Increment Financing Redevelopment Project Area



Western/Ogden

Tax Increment Financing Redevelopment Project Area

Figure 11 Deleterious Land Use Layout

Chicago, Illinois

M. DEPRECIATION OF PHYSICAL MAINTENANCE

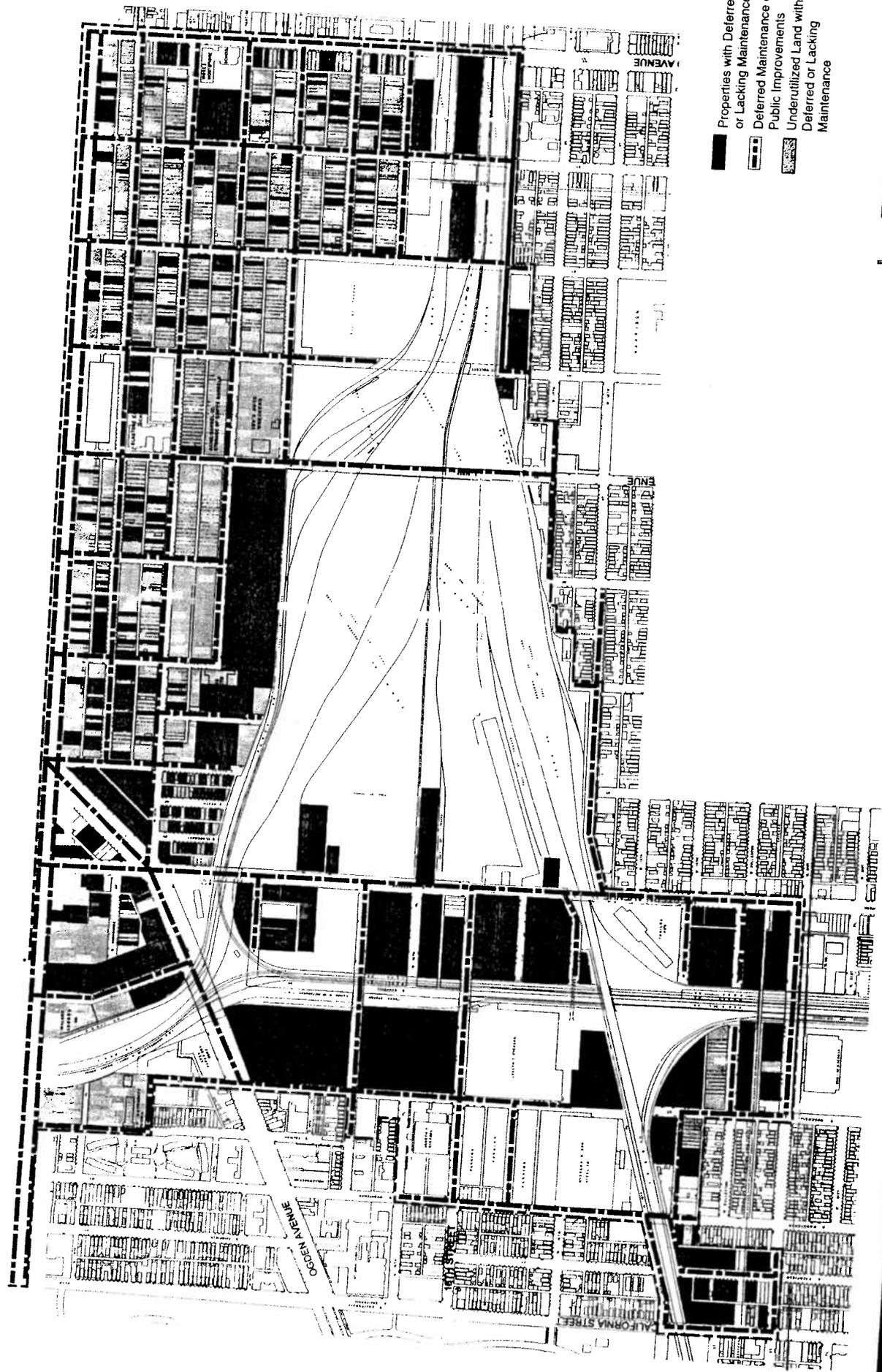
Depreciation of physical maintenance refers to the deferred maintenance of buildings, parking areas and public improvements such as alleys, sidewalks and streets.

The presence of this factor within the Project Area includes:

- Buildings and Premises. Of the 623 buildings, 581 suffer from deferred maintenance of windows, doors, store fronts, exterior walls, cornices, fire escapes, porches and steps, loading docks, fascias, gutters, downspouts and chimneys. Yards and premises throughout much of the area contain high weeds, deteriorated fencing, exposed junk storage, including junk cars and debris.
- Streets, Alleys, Sidewalks, Curbs and Gutters. Deterioration of these improvements is widespread throughout the Project Area's local interior street system. Poor pavement conditions include pot holes, exposed initial brick pavers and broken or missing sections of curb and sidewalk. Fly dumping of car tires, garbage bags, litter and debris is present on local streets near and under viaducts. Most of the vacant land and parcels contain large amounts of debris, high weeds and discarded refuse.
- Parking Surface and Site Surface Areas. Large parking areas within the industrial blocks contain only gravel surface with pot holes, weed growth and depressions. Industrial and commercial properties along major streets contain parking surfaces with either gravel or deteriorated asphalt which lack striping or bumper stops.

The factor of depreciation of physical maintenance is present to a major extent in 69 blocks (78%) and to a limited extent in 6 blocks (7%).

Figure 12, *Depreciation of Physical Maintenance*, illustrates the presence of this factor in the Project Area.



- Properties with Deferred or Lacking Maintenance
- ▨ Deferred Maintenance of Public Improvements
- ▩ Underutilized Land with Deferred or Lacking Maintenance

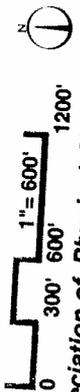


Figure 12 Depreciation of Physical Maintenance

N. LACK OF COMMUNITY PLANNING

The Project Area blocks were platted and buildings constructed prior to the existence of a community plan. Industrial and residential blocks were originally platted and developed on a parcel-by-parcel and building-by-building basis, with little evidence of coordination and planning among buildings and activities. The area contains both large and small blocks for industrial use, incompatible relationships with residential activity in several areas and, limited east-west access to all portions of industrial activity and low viaducts. The lack of community planning prior to development has contributed to some of the problem conditions which characterize the overall Project Area.

The factor of lack of community planning is present to a major extent 84 block, (98%) of the Project Area.

IV. ELIGIBILITY SURVEY AND ANALYSIS FINDINGS: VACANT AREAS

The entire Project Area contains a significant amount of vacant land consisting of major portions of blocks, in some cases, as well as scattered sites and individual parcels in industrial and residential blocks. For the purpose of identifying vacant land within the blighted "improved area" the Project Area is divided into four subareas, areas A,B,C and D. These subareas are illustrated in Figure 1, *Boundary Map*.

Eligibility factors for vacant land areas as set forth in the Act have been evaluated for application within each of the subareas. Vacant land factors considered as part of this additional research and analysis include:

- Obsolete Platting
- Diversity of Ownership
- Tax and special assessment delinquencies of such land
- Deterioration of structures or site improvement adjacent to the vacant land

Obsolete Platting

Obsolete platting includes parcels of limited or narrow size and configuration, or parcels of irregular shape that would be difficult to develop on a planned individual basis and in a manner compatible with contemporary standards and requirements.

Diversity of Ownership

Diversity of ownership of the vacant land is documented to determine where separate ownership and interests in the land are sufficient in number to retard the ability to assemble the land for development of parcels of sufficient size to meet present-day standards.

Tax and Special Assessment Delinquencies

Tax or special assessment delinquencies refers to evidence of nonpayment of real estate property taxes and/or special assessments.

Deterioration of Structures or Site Improvements in Neighboring Areas Adjacent to the Vacant Land

This factor is documented on the basis that deterioration of structures and site improvements are present and wide-spread as previously described in the "improved" portion of the Project Area under the "deterioration" factor and includes all vacant parcels and vacant land areas scattered throughout the entire Project Area.

Subarea A

Subarea A consists of mostly industrial uses with limited residential and mixed commercial in the eastern and western frontage of California Avenue. Subarea A includes all of the blocks north of Ogden Avenue and contains a total of approximately 121.8 acres, not including street and alley right-of-ways. Vacant land, where industrial or residential buildings have been removed, consists of 38.7 acres, or 32% of the total subarea. The blighted conditions for the "vacant" portion of subarea A include the following:

- Of the 19 blocks containing vacant parcels in subarea A, 13, or 68%, are impacted by obsolete platting, with parcels of limited size, or width, or irregular shape.
- Within the 19 block area of subarea A, diversity of ownership is evidenced among the vacant parcels in the subarea as the 186 separate vacant tax parcels have 91 separate owners.
- Within Subarea A 51 of the 186 vacant parcels included delinquencies for assessment year 1995. Fifty of the 51 parcels with delinquent 1995 taxes were also delinquent in at least one of the two previous years.
- Deterioration of structures and site improvements in areas adjacent to vacant land is documented for the Project Area as a whole, of which subarea A is a part.

Subarea B

Subarea B includes all of the blocks east of Ogden Avenue, south of Roosevelt Road and north of the intermodal railyard and is primarily residential in nature. This area contains an aging housing stock with many of the residential buildings removed. Twenty-four and twenty-five foot wide parcels allows for 40 to 50 residential buildings per block. Currently only a limited number of buildings remain. Several blocks contain only a few residential buildings. The total land area in subarea B is approximately 104.2 acres of which 55.8 acres, or 53.5%, are vacant. The blight conditions for the "vacant" portion of subarea B include the following:

- Of the 25 blocks containing vacant parcels in subarea B, all 25, or 100%, are impacted by obsolete platting, with parcels of limited size, or width, or irregular shape.
- Within the 25 blocks containing vacant parcels in subarea B, diversity of ownership includes 739 separate vacant tax parcels under 139 separate owners.
- Within Subarea B, 192 of the 739 vacant parcels (26%) included delinquencies for assessment year 1995. Twenty two of the 192 parcels with delinquent 1995 taxes were also delinquent in 1993 and 1994.
- Deterioration of structures and site improvements in areas adjacent to vacant land is documented for the Project Area as a whole, of which subarea B is a part.

Subarea C

Subarea C consists of all of the blocks within the Project Area which are located south of Ogden Avenue and those blocks located south of 14th Street to Wood Street and south of 15th Street, exclusive of subareas A and B. Subarea C includes the industrial and mixed commercial and residential blocks south of Ogden Avenue, west of Oakley Avenue, several industrial blocks along Hastings Street, the intermodal yard and two of the mixed commercial partial blocks fronting Ashland Avenue, and several blocks south of and adjacent to the intermodal rail yard.

The total land area of subarea C, excluding streets and alley rights-of-ways and the land within the intermodal rail yard, is approximately 104.2 acres of which 8.4 acres, or 8.1% is vacant. The blight conditions for the vacant portion of subarea C include the following:

- Of the 11 blocks containing vacant parcels in subarea C, 7, or 64%, are impacted by obsolete platting, with parcels of limited size, or width, or irregular shape.
- Within the 11 blocks containing vacant parcels in subarea C, diversity of ownership includes 110 separate vacant tax parcels under 64 separate owners.
- Within Subarea C, 20 of the 110 vacant parcels (18.2%) included delinquencies for assessment year 1995. Nineteen of the 110 parcels with delinquent 1995 taxes were also delinquent in at least one of the two previous years.
- Deterioration of structures and site improvements in areas adjacent to vacant land is documented for the Project Area as a whole, of which subarea C is a part.

Subarea D

Area D consists of the blocks fronting the north and south sides of Harrison Street, between Maplewood Avenue on the west and extended to Hoyne Avenue on the east. East of Oakley Avenue subarea D includes blocks extending south to Campbell Parkway and Polk Street, south of the Illinois Medical Center complex.

The total land area of subarea D, excluding street and alley rights-of-way, is 30.6 acres, of which 15.9 acres, or 52%, is vacant. The blighting conditions for the vacant portion of subarea D includes the following:

- Of the nine blocks containing vacant parcels in subarea D, 7, or 78% are impacted by obsolete platting, with parcels of limited or narrow size or width, or irregular shape.
- Within the 9 blocks containing vacant parcels in subarea D, diversity of ownership includes 151 separate vacant tax parcels under 57 separate owners.
- Within Subarea D, 11 of 151 vacant tax parcels (7.3%) included delinquencies for the 1995 assessment year. Eight of the 11 parcels with delinquent 1995 taxes were also delinquent in at least one of the two previous years.
- Deterioration of structures and site improvements in areas adjacent to vacant land is documented for the Project Area as a whole, of which subarea D is a part.

Findings as they relate to vacant parcels within the Project Area are summarized below.

<u>Subarea</u>	<u>Blocks Containing Vacant Parcels</u>	<u>Block Impacted by Obsolete Platting</u>	<u>Total Vacant Parcels</u>	<u>Total Separate Ownerships of Vacant Parcels</u>	<u>Tax Delinque Vacant Parces</u>
A	19	13	186	91	51
B	25	25	739	139	192
C	11	7	110	64	20
D	<u>9</u>	<u>7</u>	<u>151</u>	<u>57</u>	<u>11</u>
Totals	64	52	1,186	351	274

V. DETERMINATION OF PROJECT AREA ELIGIBILITY

Improved Area

The Project Area meets the requirements of the Act for designation as an improved "blighted area." There is a reasonable presence and distribution of 10 of the 14 factors listed in the Act for improved blighted areas, and five are required to be present under the Act. These blighting factors include the following:

1. Age
2. Dilapidation
3. Obsolescence
4. Deterioration
5. Structures below minimum code standards
6. Excessive vacancies
7. Excessive land coverage
8. Deleterious land-use or layout
9. Depreciation of physical maintenance
10. Lack of community planning

Of the 14 blighting factors set forth in the Act for "improved" blighted areas, 10 are present in the Project Area. Nine factors (age, dilapidation, obsolescence, deterioration, structures below minimum code standards, excessive vacancies, deleterious land-use or layout, depreciation of physical maintenance and lack of community planning) are present to a major extent and one factor (excessive land coverage) is present to a limited extent. When assessing whether a factor is present to a major or minor extent throughout the Project Area as a whole the scope and severity of that factor is considered. Therefore the determination of major or minor extent is not simply a determination of a majority or minority of blocks with the factor present to a major or minor extent.

Vacant Area

The vacant areas within Subareas A, B, C and D of the Project Area meet the requirements of the Act for designation as a vacant "blighted area". The combination of four of the five factors listed in the Act in the first category for determining whether a vacant area is a blighted area are present in the Project Area. A combination of two factors are required for eligibility as set forth in the Act. The factors for a vacant "blighted area" present in the Project Area include:

1. Obsolete Platting
2. Diversity of Ownership

3. Tax and special assessment delinquencies
4. Deterioration of structures or site improvement in areas adjacent to vacant land
5. summarize totals from table

Within the "improved" blighted area, vacant land and vacant parcels exist where buildings have been removed. These vacant sites are characterized by obsolete platting, diversity of ownership, tax delinquency and are adjacent to deteriorating structures or site improvements so that these vacant areas qualify as vacant blighted areas under the Act.

A summary of blight factors by block is contained in Table 3, *Distribution of Blighting Factors* and in Figure 13, *Summary of Blight Factors*.

Within the Project Area there are 64 blocks containing vacant parcels, 1,186 vacant parcels, 351 separate owners of vacant parcels, 52 blocks exhibiting obsolete platting, and 274 tax delinquent vacant parcels.

The eligibility findings indicate that the Project Area is in need of revitalization and guided growth to ensure that it will contribute to the long-term physical, economic, and social well-being of the City. The Project Area is a blighted area and is deteriorating and declining. All factors indicate that the Project Area as a whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without public action.

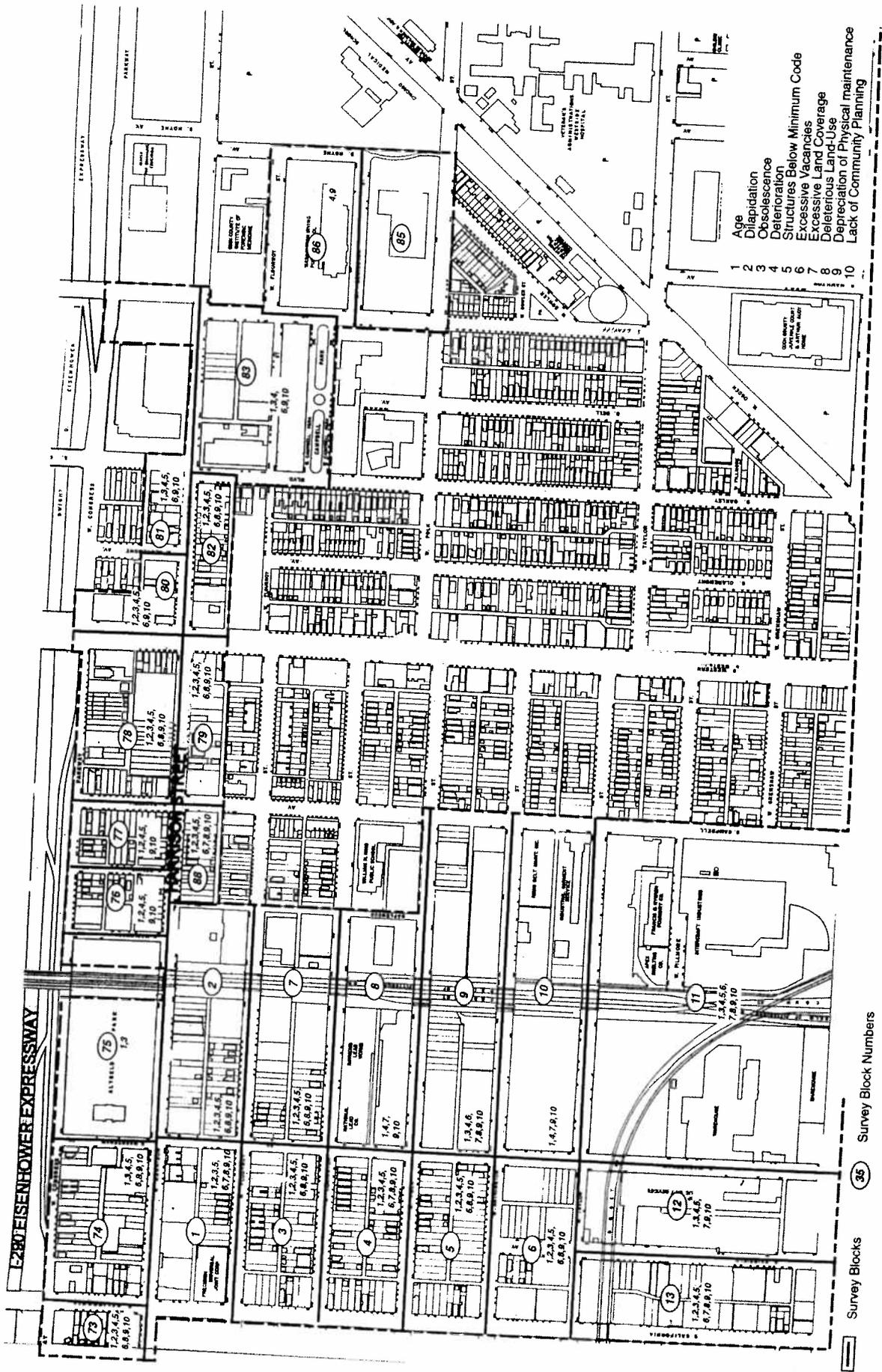


Figure 13 Distribution of Blight Factors

Western/Ogden (Northern Area)

Tax Increment Financing Redevelopment Project Area

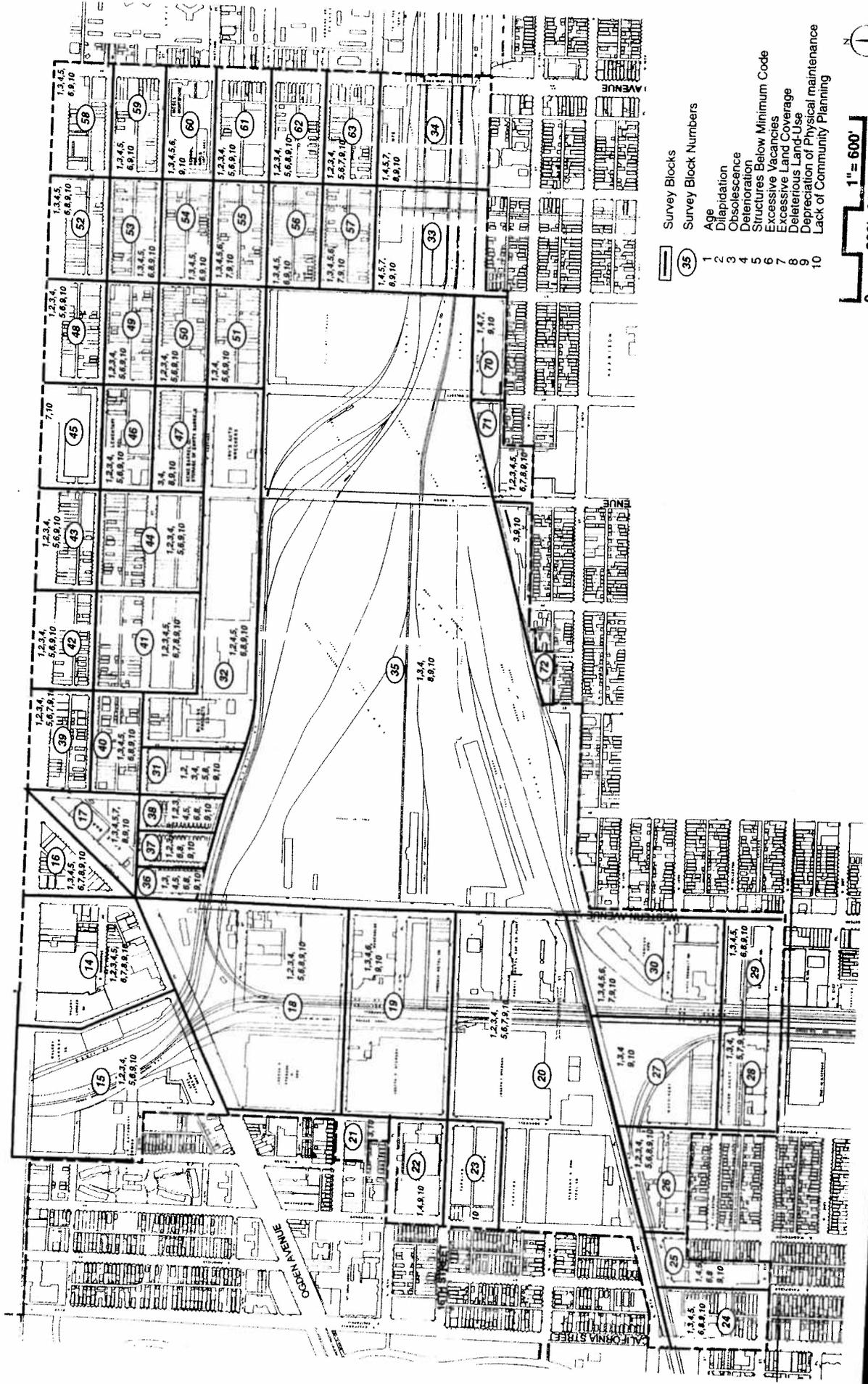


Figure 13 Distribution of Blight Factors

**Table 3: Distribution Of Blighting Factors
Improved Area Factors**

<u>Blight Factors</u>	<u>BLOCK NUMBERS</u>									
	1	2	3	4	5	6	7	8	9	10
1 Age										
2 Dilapidation	■	■	■	■	■	■	■	■		■
3 Obsolescence	□	□	□	□	□	■	□		□	
4 Deterioration	□	□	□	□	□	□	□		□	■
5 Illegal use of individual structures	■	■	■	■	■	■	■	■	■	■
6 Structures below minimum code	■	■	■	■	■	■	□			
7 Excessive vacancies	■	■	□	□	□	■	□			
8 Overcrowding of structures and community facilities									□	
9 Lack of ventilation, light or sanitary facilities										
10 Inadequate utilities										
11 Excessive land coverage	■			□				□	□	■
12 Deleterious land-use or layout	■	■	■	■	■	□	■		□	
13 Depreciation of physical maintenance	■	■	■	■	■	■	■	■	■	■
14 Lack of community planning	■	■	■	■	■	■	■	■	■	■

Not present or not examined

□ Present to a limited extent

■ Present to a major extent

--continued--

Table 3 Distribution of Blighting Factors
--continued--

<u>Blight Factors</u>	<u>BLOCK NUMBERS</u>									
	11	12	13	14	15	16	17	18	19	20
1 Age										
2 Dilapidation	■	■	■	■	■	■	■	■	■	■
3 Obsolescence			□	□	□			□		□
4 Deterioration	■	■	■	■	■	■	■	□	■	□
5 Illegal use of individual structures	■	■	■	■	■	■	■	■	■	□
6 Structures below minimum code	□	■	□	■	□	■	■	■		■
7 Excessive vacancies	□									
8 Overcrowding of structures and community facilities			■	□	□	■		□	■	■
9 Lack of ventilation, light or sanitary facilities										
10 Inadequate utilities										
11 Excessive land coverage	□	■	□	□		□	■			□
12 Deleterious land-use or layout	□		□	■		□	■	□		
13 Depreciation of physical maintenance	■	■	■	■	■	■	■	■	■	■
14 Lack of community planning	■	■	■	■	■	■	■	■	■	■

Not present or not examined
 □ Present to a limited extent
 ■ Present to a major extent

--continued--

Table 3 Distribution of Blighting Factors
--continued--

Blight Factors	BLOCK NUMBERS									
	21	22	23	24	25	26	27	28	29	30
1 Age										
2 Dilapidation		□		■	■	■	■	■	■	■
3 Obsolescence						□				
4 Deterioration	□			■	□	■	□	■	■	■
5 Illegal use of individual structures		□		■	■	■	□	■	■	■
6 Structures below minimum code				□	□	■		□	■	■
7 Excessive vacancies										
8 Overcrowding of structures and community facilities				□	□	■			■	□
9 Lack of ventilation, light or sanitary facilities										
10 Inadequate utilities										
11 Excessive land coverage								□		□
12 Deleterious land-use or layout				■	□	□			□	
13 Depreciation of physical maintenance		□		■	■	■	□	□	■	■
14 Lack of community planning	■	■	■	■	■	■	■	■	■	■

Not present or not examined
 □ Present to a limited extent
 ■ Present to a major extent

--continued--

Table 3 Distribution of Blighting Factors
--continued--

<u>Blight Factors</u>	<u>BLOCK NUMBERS</u>									
	31	32	33	34	35	36	37	38	39	40
1 Age	■	■	■	■	■	■	■	■	■	■
2 Dilapidation	■	■	■	■	■	■	■	■	■	■
3 Obsolescence	■	□					■	■	■	■
4 Deterioration	■	■	■	■	■	■	■	■	□	□
5 Illegal use of individual structures	■	■	■	■	□	■	■	■	■	■
6 Structures below minimum code	■	■	■	□		■	■	■	■	■
7 Excessive vacancies		□								
8 Overcrowding of structures and community facilities						□	□	□	□	□
9 Lack of ventilation, light or sanitary facilities										
10 Inadequate utilities										
11 Excessive land coverage			■	■					□	
12 Deleterious land-use or layout	□	□	■	■	□	■	■	■		□
13 Depreciation of physical maintenance	■	■	■	■	■	■	■	■	■	■
14 Lack of community planning	■	■	■	■	■	■	■	■	■	■

Not present or not examined
 □ Present to a limited extent
 ■ Present to a major extent

--continued--

Table 3 Distribution of Blighting Factors
--continued--

<u>Blight Factors</u>	<u>BLOCK NUMBERS</u>									
	41	42	43	44	45	46	47	48	49	50
1 Age										
2 Dilapidation	■	■	■	■		■		■	■	■
3 Obsolescence	□	□	□	■		□		□	■	■
4 Deterioration	□	□	□	□		□	■	□	□	□
5 Illegal use of individual structures	■	■	■	■		■	□	■	■	■
6 Structures below minimum code	■	■	■	■		■		■	■	■
7 Excessive vacancies	□	■	□	■		□		■	■	■
8 Overcrowding of structures and community facilities										
9 Lack of ventilation, light or sanitary facilities										
10 Inadequate utilities										
11 Excessive land coverage	□									
12 Deleterious land-use or layout	□						□			
13 Depreciation of physical maintenance	■	■	■	■		□	■	■	■	■
14 Lack of community planning	■	■	■	■	■	■	■	■	■	■

Not present or not examined
 □ Present to a limited extent
 ■ Present to a major extent

--continued--

Table 3 Distribution of Blighting Factors
--continued--

Blight Factors	BLOCK NUMBERS									
	51	52	53	54	55	56	57	58	59	60
1 Age	■	■	■	■	■	■	■	■	■	■
2 Dilapidation	□	■	■	□	■	■	■	■	■	■
3 Obsolescence	□	□	□	□	□	□	□	□	□	□
4 Deterioration	■	■	■	■	■	■	■	■	■	■
5 Illegal use of individual structures	■	■	■	■	■	■	■	■	■	■
6 Structures below minimum code	■	■	■	■	■	■	■	■	■	■
7 Excessive vacancies	□	■	■	■	□	■	■	■	■	■
8 Overcrowding of structures and community facilities	■	■	■	■	■	■	■	■	■	■
9 Lack of ventilation, light or sanitary facilities										
10 Inadequate utilities										
11 Excessive land coverage					□		□			
12 Deleterious land-use or layout		□	□							
13 Depreciation of physical maintenance	■	■	■	■	■	■	■	■	■	■
14 Lack of community planning	■	■	■	■	■	■	■	■	■	■

Not present or not examined
 □ Present to a limited extent
 ■ Present to a major extent

--continued--

Table 3 Distribution of Blighting Factors
 --continued--

Blight Factors	BLOCK NUMBERS									
	61	62	63	70	71	72	73	74	75	76
1 Age										
2 Dilapidation	■	■	■	■	□		■	■		■
3 Obsolescence	■	■	■		■		■	■		■
4 Deterioration	□	□	□		■	□	□	□	□	
5 Illegal use of individual structures	■	■	■	■	□		■	■		■
6 Structures below minimum code	■	■	■		■		■	■		■
7 Excessive vacancies	■	■	□		□		□	■		
8 Overcrowding of structures and community facilities					□		□	■		
9 Lack of ventilation, light or sanitary facilities										
10 Inadequate utilities										
11 Excessive land coverage			□	■	■					
12 Deleterious land-use or layout		□			□		□	■		
13 Depreciation of physical maintenance	■	■	■	■	■	■	■	■		■
14 Lack of community planning	■	■	■	■	■	■	■	■	■	■

Not present or not examined
 □ Present to a limited extent
 ■ Present to a major extent

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